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Crazy 6.2L Chevy-powered Nissan

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Oil tech guide inside

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# FAST

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# ED START

Issue 416 January 2020

## HAPPY NEW YEAR

So here we are, the last issue of 2019. How does that make you feel? Well it should feel about 16-pages thicker because that's what it is! Oh yes, there's just so many cool rides, shows and car culture shenanigans out there that we've had to make the magazine bigger just to fit it all in!

And what have we fitted in this month...? Only the biggest, best and most important show of the whole year. I am, of course, talking about the Specialty Equipment Market Association or SEMA to its friends. The thing is, SEMA is more of a who's who of the aftermarket world than a modified car show. In fact, while browsing through our 10-page report (yes, 10 pages and we could have filled 30), you'll assume every inch of the Las Vegas Convention Center was covered in awesome show cars, but the truth is 95-percent of the show is trade stands. Everyone from industry giants like Ford to the best of the UK's aftermarket are there. And some of these stands invite their very finest demo car to showcase their products and that's why you only get the best of the best. If your car is good enough for SEMA, it's good enough for anywhere.

And while the show takes place in early November, it'll have repercussions on us for the next year. Not only because of the new products on offer (make sure you read all about those in the next edition) but because this magazine will be full of SEMA builds for the coming months. Obviously, we have one of THE cars of SEMA in this issue – the stunning E30 on the cover, but we've also shot the gold BEAMS AE86 and F7LTHY Fabrication twin-turbo LS3 190E! Plus, we finally managed to nail down David Mazzei and his four-rotor RX-7 (the one with a turbo big enough to swallow children, even obese ones!), after first spotting that at SEMA 2018. So yeah, this might be the last issue of 2019, but how damn good does 2020 look already?

Big Love,  
Slim Jules

*Jules*



**Feature Of The Month:** I know I say this every month, but this really is a hard decision and is probably the hardest of them all in 2019. Car-wise the E30 gets the nod but my overall favourite feature this month is SEMA, not because I photographed it but because it's more than just a show; it's the lifeblood of our scene!

Next Issue **on sale** 03 • 01 • 2020



**SLIM JULES**  
EDITOR

*"Favourite SEMA build? Ooh, that's like choosing my favourite child. Hmm, okay, the BMW 2002."*



**MIDGE**  
CONTRIBUTING  
EDITOR

*"You don't have any kids!? Mine was the mad Porsche on the Toyo Treadpass."*



**INITIAL G**  
ART EDITOR

*"For me, it's the 1955 Porsche 550 Spyder. I remember 1955; what a vintage year that was."*



**GLEND A**  
WEBSITE EDITOR

*"You're his child, Midge. He's always babysitting you! Anyway, it's the AccuAir R8 for me."*



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# UP FRONT



## GUY MARTIN AND JCB INVENT EXTREME FARMING

**Yep, it's a tractor. You may have just pulled** a double-take and flipped back to the cover to check you're actually reading Fast Car, but yes – for the first time, there's a piece of sturdy agricultural machinery in these pages. But we knew you guys wouldn't want to miss this one. You see, this isn't just any tractor - this is the world's fastest tractor. And that's official. What JCB have done here is to take a production-model Fastrac and thoroughly rework it to claim the world speed record title. Now, there are certain rules that had to be adhered to, because it was important to ensure that however much it was modified, it still had to be an actual functional tractor. So what JCB's skunkworks team did was frankly ingenious: the cabin was

scythed out and mounted 200mm lower, while the nose had a unique aerodynamic makeover to help counteract the brick-like dynamics of the tractor shape. (They quickly realised that it would have much less drag if they removed all the windows too, but decided to keep them in place because it looks more tractor-y this way.) The 7.2-litre straight-six diesel has had its power figure doubled, from 500 to 1,000bhp, thanks to a turbo as big as your face and an electric supercharger to fill in while the turbo spools, thereby eliminating lag. The colossal temperatures of this have been dealt with via a 3D-printed Inconel exhaust manifold, and there's a custom charge-cooler with a 25kg ice reservoir in the nose, reducing intake temps



from 250-degrees to 30-degrees in the blink of an eye. Three tonnes (!) of weight was removed, and the tyres were custom-developed by BKT with a unique compound and steel bands, which were tested on the same rig Boeing use for their aircraft tyres.

Guy Martin, a man seemingly addicted to breaking every bizarre speed record he can, was involved in the development from the start, helping JCB's engineers to reframe their approach as race car designers rather than tractor designers. And the results are incredible. On the world record run, the Focus RS chase car simply couldn't keep up with the Fastrac! Guy reckons that it was extremely stable at speed, with crosswinds making no difference whatsoever. The team ended up clearing out the freezers of the local Tesco of all their ice as they kept refilling the charge-cooler... and the speeds? The tractor snagged the world record at 135.191mph – the average speed over two opposing runs. And on one of the runs, it hit 153.771mph and was still accelerating before Guy ran out of runway!

The full story aired on Channel 4 on November 17th, and you should be able to find World's Fastest Tractor on catch-up on 4OD. Check it out, it's awesome.

And yes, this is still a tractor. Over 50% of it is production-spec Fastrac bits, and the engineers assured us it's still able to plough a field. Although it'd be a bit bloody scary...





# HYUNDAI BUILDS A DAFT DRIFT BUS, AND IT'S AWESOME

The N sub-brand has done a lot to shake up people's perceptions of the Hyundai marque recently. While we're well used to the fact that Hyundais these days are reliable, well-made and decent value-for-money (rather than being rattly gloom-boxes with zero cred, like they used to be), it took us all by surprise when they released the i30 N and it turned out to be one of the best hot hatches of the modern era. In no time at all it became the norm to see these baby-blue N-badged tearaways at shows and track days, and this almighty shift in consumer perceptions appears to have gone to Hyundai management's heads, because they've built... a drift bus. We should probably point out that this is the product of a Hyundai skunkworks in Australia rather than being a mainstream model. Sadly you won't be able to stroll into your local UK dealer and pick up a boxfresh iMax N, because this isn't going into production. Which is a great shame, because when you look over the specs it's

completely frickin' awesome: the stock diesel motor has been junked in favour of a brawny 3.5-litre V6, serving up 402bhp and 409lb.ft and throwing it all through the rear wheels via a clever track-biased diff. A bi-modal exhaust system makes all sorts of ludicrous noises, and it's got all the touchpoints of a proper N machine: the 19-inch wheels from the i30 N, meaty N-spec brakes, clever electronically-adjusted dampers, a functional aerodynamic bodykit, and of course that baby blue paint. But the best part of all is that they haven't stripped

it out and installed a rollcage or anything – no, it's still a proper eight-seater. The front seats and steering wheel also came from the i30 N, with the second- and third-row benches trimmed to match, and the team reckon that the drift bus has a perfect 50:50 weight distribution if all the seats are occupied (depending on all your mates' respective enthusiasm for pie, obviously). So it's a great way to scare loads of people at once. Maybe if we all ask really, really, really nicely, they might build another one and send it over here...?



## MCLAREN MAKES YET ANOTHER SUPERCAR JUST TO CONFUSE PEOPLE



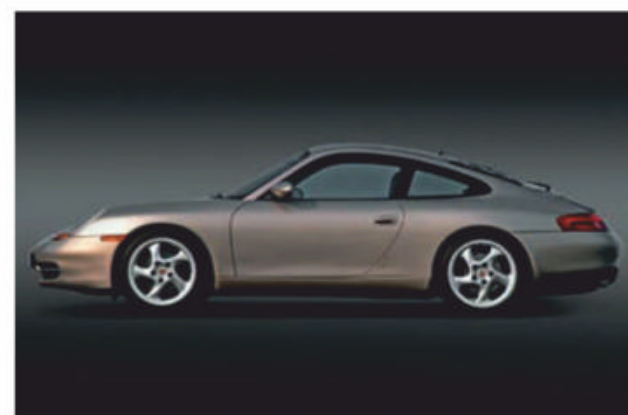
McLaren are putting out these days. And here's another one, to lust over for its jaw-dropping looks and astonishing specs, then immediately forget the name of. It's called the Elva, it's McLaren's lightest ever road car, and it costs £1.4m. The company's first open-cockpit road car, production will be limited to just 399 examples (about half a dozen of which will be used, probably, the rest going into static collections to sit under dust-sheets and accumulate value). The 4.0-litre twin-turbo V8 will push it from 0-124mph quicker than a Senna – just 6.7-seconds. If you want to see one, we'd recommend hanging around outside Harrods, or making friends with a gulf-state plutocrat.



**It's a matter of professional pride for us** to know about all the cool new cars on the market, along with the desirable old ones – an encyclopaedic knowledge of this stuff is something we've been building up since we were pushing Hot Wheels around the living room carpet back in the early eighties. But to be honest, even we've given up trying to keep track of all the different cars







**Top 5 Mods:** Eibach Pro-Kit springs, GT2 RS wheels, Remus exhaust with race cats, K&N cold air intake, GT3 bucket seats

## Appreciating Depreciation **Porsche 911 Carrera 4 S (996)**

New: **£64,000** Now: **£20,000**

**When you were a kid, did you have a poster of a Porsche 911** on your wall? Yeah, most of us did. And now you're all grown up, you might be approaching the time when you can actually make that dream come true...

The 996-generation 911's time has well and truly arrived. While it would be inaccurate to say that any era of Porsche's age-old iconic sports car has ever been truly unpopular, it's an undeniable fact that the first of the water-cooled cars were more controversial than most. It wasn't just the switch from air-cooling that irked the purists; the fact that so much of the then-new 911's visual identity was shared with the lesser Boxster was just one hurdle too high for some die-hards.

The 996 still sold like hot cakes, of course, and we've reached a point whereby the values are just about on the cusp of skyrocketing, the bulk of the major niggles have been addressed,

and the time is right to pull the trigger on 996 ownership before the prices start to get really silly. Find one that's had the notorious IMS shaft issue sorted and you're laughing. As with all 911s the list of variants is bewilderingly complex, from base Carreras through roofless options, wide-hipped all-wheel-drive models, up to the inevitable GT2s/GT3s, RS models and the Turbo, but our hot take on the market right now is the Carrera 4S – you get the wide Turbo hips, superb suspension and, for the more retro-inclined, that full-width reflective strip on the rump is pretty evocative! Find a tidy C4S with a manual gearbox and a Bose stereo and you'll be all set. They're about £20k for a usable one right now, which is a decent amount of cash – although that's the price of a new Focus ST, so which would you rather? And the market is catching on to the 996. They will never be this affordable again...

## **BLOODHOUND LSC GOES REALLY, REALLY, REALLY FAST**



**Land speed records are pretty mental,** aren't they? The aim, quite simply, is to go as fast as you physically can... and that's it. Except it's nowhere near that simple; you can't just do it once and then explode, you have to run the same distance in two directions and take an average of the speed, and companies or organisations pour millions into developing machines for this seemingly pointless exercise. Of course it's not really pointless – land speed records have been

inspiring petrolheads since the dawn of the motor car itself, and the next-gen technology and engineering trickles down throughout the industry, we all feel the benefit in some way, technologically or spiritually. And the Bloodhound Programme is one which has really captured the public's hearts: the car is a combination of supersonic jet, F1 car and spaceship, designed to break a hypothetical 1,050mph, and with the money-sapping project nearly abandoned before being

financially saved a little while back, the team are now testing in the Hakskeenpan desert in Southern Africa. The car's already broken 628mph, with the next target being the current land speed record of 763mph. It's a softly-softly build-up to ensure nothing explodes, but it should smash that pretty easily, and then it'll be on to the real challenge: passing 1,000mph. Which is a frankly terrifying thought, in the best possible way. We're rooting for you, guys!







## ICONIC CS BADGE MAKES THE M2 EVEN ANGRIER

The BMW M2 is an absolute weapon, there's no denying that. Now that the M3 has got so huge (and spawned its M4 offshoot), the M2 is arguably the spiritual successor to the poster-dream E30 M3, and it's been wowing punters and critics alike for years. And now, with a new model hovering on the horizon, BMW has pulled out the big guns for a very special run-out, er, special: the CS badge. Standing for 'Club Sport', this is a label they've glued to various track-biased road-racers over the years, and here's what it means for 2020's special-edition M2: lightweight 19-inch forged wheels, a carbon-fibre reinforced plastic bonnet that's half the weight of the standard item, a

carbon roof, carbon front splitter, carbon boot spoiler, carbon diffuser... basically, carbon's a bit of a theme. The S55 motor's in the same state of tune as it is in the brutal M4 Competition, which means 444bhp, and there's an Active M differential and Michelin Pilot Sport Cup 2 tyres to help deploy it all. The 6-pot M brakes are even bigger, and it's got the seats from the M4 CS. The price of all this? Well, that's the only downside – it's a smidge over £75k, which is an absolute shit-ton of cash. That's a good used Ferrari, or close to a new 911. But if you want the ultimate evolution of a car that's already the ultimate version of itself, the M2 is probably worth every penny.

## WHAT'S ON JANUARY 2020

| Monday | Tuesday                             | Wednesday   | Thursday                                   | Friday   | Saturday                              | Sunday  |
|--------|-------------------------------------|---|--|--|---------------------------------------|---|
| 30     | 31                                  | 1 New Year's Day<br>New Year's Day Gathering - Brooklands | 2  | 3 New Fast Car Magazine Day                    | 4                                     | 5 Haynes Breakfast Club - Haynes Motor Museum, Yeovil |
| 6      | 7                                   | 8   | 9 Autosport International - Birmingham NEC | 10   | 11                                    | 12  |
| 13     | 14 Initial G's Prostate Examination | 15  | 16 InterClassics - Maastricht, Netherlands | 17   | 18 Winter Stages Rally - Brands Hatch | 19  |
| 20     | 21                                  | 22  | 23   | 24   | 25                                    | 26  |
| 27     | 28                                  | 29 Drift What Ya Brung - Santa Pod                        | 30   | 31 Bremen Classic Motor Show - Bremen, Germany | 1                                     | 2   |



## THE ANGRY MAN

*Modern life is rubbish.*

That's what Blur told us back in 1993, but they were only joking. Life was brilliant then, and it's brilliant now, and we'd all do well to remember that. OK, things may seem a bit weird now with Brexit, but Jesus people, we only get to live once. Everyone needs to lighten the f\*\*k up a bit. You know what I'm always overhearing at car shows? People saying 'it's not like it was in the old days', and 'the scene was better back in the day'. No it f\*\*king wasn't. Every generation has its own approach to modding, and each one has its own way of celebrating it, be that at car shows or in print, on TV and in film, and more recently on forums and social media, but anyone who says the modding scene today isn't as good as it was in the nineties, or the eighties, or whenever, is just being a whiny little bitch for the sake of it. We've never had it so good. Every build you see has a bigger and bigger pool of contemporary and historical influences as the years wear on, and technology is developing all the time to make our projects the best they can possibly be. Yeah, the scene in the 1990s and early-2000s was awesome, but take off your rose-tinted specs: for every Ecosse 309 and Carisma Cerbera, there was a dozen shonky diesel Escorts with Delta bumpers and Lexus lights. Don't lose your sense of perspective.

And when people complain that there are far more haters in the scene today? Probably not true. There have always been dicks, it's just that today the dicks are shouting louder and wider because social media allows them too. But they're in the minority – 95% of the people I meet at shows are just like you: passionate enthusiasts who want to drive something cool and enjoy other cool things that have been built by equally cool people.

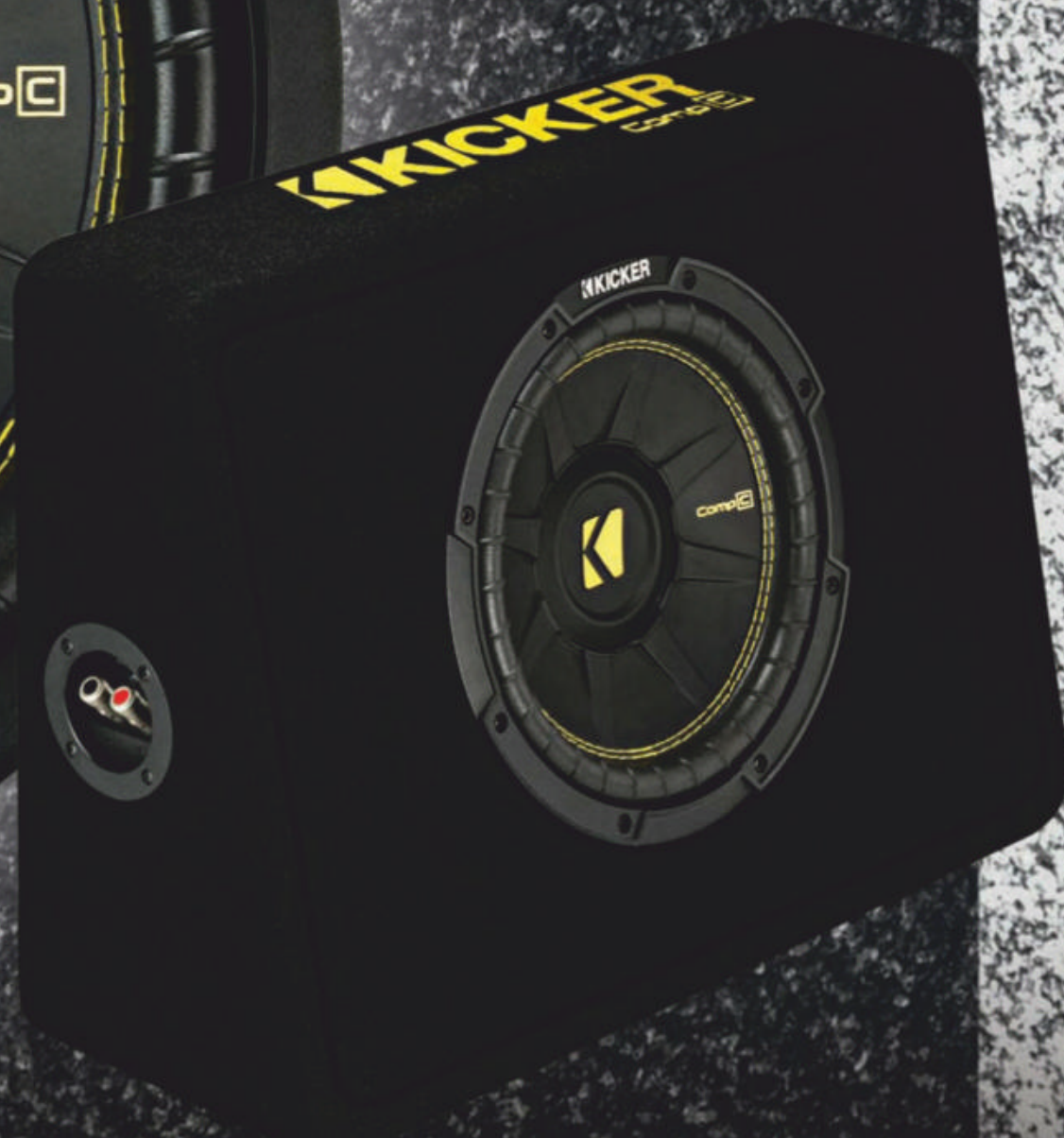
So stop whining about the good old days. Enjoy the good times today. In twenty years' time people will be looking back on this era and saying 'Hey, remember how great it was before we all had to drive electric cars with black boxes limiting them to 25mph?' Yeah? Nothing to complain about really, is there?



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# ADRIAN FLUX

# FEATURE CAR OF THE YEAR

*We've narrowed down the finest FC feature cars of 2019 for you to choose the winner...*

That's right, we're back with the nation's favourite reality voting competition. I'm a Celeb, Strictly and the X Factor don't have anything on this, because we're the only one showcasing pure talent. Over the past 12 months and 13 issues, we've featured a whole bunch of diverse and scene-defining cars, but we've spent the last week whittling them down to our favourite 30 of the year, just so you can pick your absolute favourite! How do you do that, I hear you cry? Well, simple, take a look at the selection over these next few pages and then head to [www.fastcar.co.uk/COTY2019](http://www.fastcar.co.uk/COTY2019) to cast your vote – and you only get one vote, so make it count! The competition closes at midnight on the 18th of December and the winner will be announced in next month's magazine – on sale 3/01/2020!



**Ben Walker's A45 AMG – Issue 403**

Top Mods: Petronas F1 vs British GR wrap, Stage 2 remap, Rotiform LAS-R wheels, AirREX air-ride



**Bradley Jenkins' Glanza V – Issue 404**

Top Mods: Fully-forged 1.3-litre 4E-FTE, SSR Professor SPW split rims, adapted CarbonMiata wide-arch bodykit, custom air-ride



**Stuart Coull's Edition 30 – Issue 404**

Top Mods: Tartan-trimmed Recaro SPA race seats, tuned to 417bhp, Radi8 R8CM9 3-piece wheels, candy white respray



**Kohei Miyata's RX-7 – Issue 404**

Top Mods: Tubbed front wheel arches, R34 GT-R Millennium Jade paint, static dropped on Tein Super Drift shocks, AutoStrada Modena wheels



**Mitchell Button's Ferrari 328 – Issue 405**

Top Mods: Custom carbon-Kevlar widebody conversion, 458 GT3 carbon mirrors, Rotiform DNO wheels, custom air-ride system, Bride Hatrix seats



**Neil Montgomery's Golf GTI – Issue 405**

Top Mods: K04 turbo upgrade, OZ Racing Ultraleggera HLT alloys, Air Lift air ride, Mercedes A45 AMG Recaro seats, BCS Powervalue exhaust system

**VOTE HERE: [WWW.FASTCAR.CO.UK/COTY2019](http://WWW.FASTCAR.CO.UK/COTY2019)**



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## ADRIAN FLUX

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### Rich Voaden's Prelude - Issue 406

Top Mods: Full body restoration, H22A engine conversion, satin grey paint, wide arches, Kyusha wheels, Yokohama AD08 tyres, Piper Cams



### Phil Morrison's 964 Turbo - Issue 406

Top Mods: WORK Brombacher wheels, RWB smooth fender bodykit, 993 GT2 Evo bootlid and rear wing, 550bhp at 1.2 bar



### Liberty Walk i8 - Issue 407

Top Mods: Liberty Walk bodykit, Fi Exhaust, Motech Performance remap (400bhp); 20-inch Vossen S17-01 wheels, AirREX suspension



### Nathan Powney's Nova - Issue 407

Top Mods: C20XE engine conversion, MINI John Cooper Works R109 wheels, custom air ride suspension, S.I.D wide-arch kit, Ford Storm grey paint



### Vince Knight's S15 - Issue 408

Top Mods: RB25 2.5-litre straight six, BorgWarner AirWerks turbo, Nismo GT LSD Pro diff, Bride Low Max seats, Vertex Ridge widebody



### Sam Morris' RX-7 - Issue 408

Top Mods: Rocket Bunny kit, 6.7-litre LS1 V8 turbo conversion, Detroit 8.8 Lockers LSD, Pistachio green respray, Fifteen52 Bergmeister wheels



### Sammy Housden's WRX STi - Issue 408

Top Mods: Air Lift Performance 3P suspension; remapped to 331bhp, front splitter, sideskirt extensions and vortex generator



### Kiran Halsey's GT86 - Issue 409

Top Mods: Rocket Bunny kit, Toyota 2JZ-GTE conversion (1000bhp capable), WORK Meister S1 Wheels, Air Lift suspension, 3M wrap by Fleet Livery



### Harvey Howe's E82 - Issue 409

Top Mods: WORK Equip 05 wheels, 3M Black Rose wrap, 1M replica front bumper, Recaro Pole Position seats, Air Lift suspension



### Rory McEwing's Impreza - Issue 409

Top Mods: Liquid Copper 3M wrap, Japan Racing JR7 wheels, Air Lift suspension, Bride seats



### Reece Parr's E30 - Issue 410

Top Mods: E36 M3 engine conversion, smoothed bay, Air Lift suspension, BBS RF 3-piece wheels, full tan leather retrim



### Charlie Thompson's Clio 182 - Issue 410

Main Mods: SB WORX turbo kit, extensively tuned engine, Speedline Turini wheels, Sparco Rev seats, 4-point roll cage, Wilwood front callipers

**VOTE HERE: [WWW.FASTCAR.CO.UK/COTY2019](http://WWW.FASTCAR.CO.UK/COTY2019)**





### Scott Smith's E36 - Issue 411

Top Mods: Mercedes OM606 diesel engine conversion (450bhp at 2.3-bar), AP Racing 6-pot brakes, E36 M3 bumpers, WORK Meister S1 wheels



### Tom's R5 GTT - Issue 411

Top Mods: Liquid Yellow respray, Prima Racing Corsa wide bodykit, Clio RS200 rear spoiler, Recaro CS front seats, Dimma 3-piece wheels



### Dale's Merc W114 - Issue 411

Top Mods: Peugeot Copper Sunset respray including laced roof, custom air ride system, Detroit Steel Delray wheels, Forest Green retrim by Cobra



### Max Hawkes' Mk3.5 Golf Cab - Issue 412

Top Mods: Sahara beige respray, USDM front bumper, Porsche 'cookie cutter' split rims, Air Lift, d: class retrim, Kenwood wireless CarPlay



### Liam Stolton's Mk2 Fiesta - Issue 412

Supercharged Focus ST170 engine, JBW Pepperpot steels, Kirkey lightweight aluminium seats, full multipoint rollcage



### Helen Stanley's E30 - Issue 413

Top Mods: One off wide bodykit by Fat Fender, M54 engine conversion, custom 3SDM split rims, Air Lift suspension



### Jamie Warnes' Integra DC5 - Issue 413

Top Mods: Phoenix yellow respray, shaved and wire-tucked engine bay, J's Racing exhaust system, BBS RF alloys, Bride Cuga buckets



### Jake Saville's PS13 - Issue 414

Top Mods: Spirit Rei 'Miyabi' bodykit, Kamikaze carbon fibre side and front lips, WORK Meister M1R wheels, 326Power coilovers



### Danny Webster's E82 Coupe - Issue 414

Top Mods: 1M-style bumpers, Carline CM6 wheels, Rayvern Hydraulics suspension, Recaro seats retrimmed in yellow nappa leather



### Stuart Davis' S3 - Issue 415

Top Mods: Fully smoothed bay, R-Tech remap (372bhp), CCW D11L wheels, Air Lift suspension, Bentley nappa leather retrim, Recaro wingback seats



### Nick Allen's DeLorean - Issue 415

Top Mods: Custom RAD48 DLR wheels, custom air ride system, KNTRL air management, hoverboard and Nike Mag trainers



### Cirk Robinson's E60 - Issue 415

Top Mods: Home-made wide arches, customised 1M bumper, red leather interior, S85 V10 conversion, BC Racing coilovers, WORK Emotion wheels

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COVER CAR

# Fear the LOW Thing in LAS Vegas





This balls-to-the-wall E30 is a psychedelic freak-out of cinematic proportions. And you can stop rubbing your eyes – this is no CGI dream, this badass BMW actually exists...

Words: **Daniel Bevis** Photography: **Larry Chen**

**It's the nest of gleaming vipers that does it.**

Wandering the halls of SEMA it's easy to become overwhelmed, because the overall standard of quality among the hundreds upon hundreds of fresh project builds is just so ridiculously high; you'll spy something that would easily scoop Car-of-the-Show at Players or Ultimate Stance, then Midge will go scampering off to the next hall because he's spied something even better, before Jules drags everyone back as he's found a car that's properly next-level. It's hard to take it all in. But the

engine bay of this E30, that's something which stopped us all in our tracks. Just look at those shimmering silver pipes, writhing and undulating like a clutch of malevolent serpents. The fact that this custom 8-into-1 system makes the small-block Chevy LS3 howl like a 1980s F1 car makes it doubly jaw-dropping. Oh yeah, there's a V8 in there. And a custom widebody kit from Insta-legend design hero The Kyza. And...

OK, hold up. We'd better rewind back to the start of the story before we get ourselves all carried away again.





## COVER CAR

**BELOW** Condor Speed Shop polycarbonate window



**BELOW** Custom fabricated door handles



You see, perhaps the most endearing element of this tale is that, high-end show hero that it is, the car was once an \$800 beater bought for thrashing on the daily commute. Ross Gredys is the man with his name on the paperwork, and he bought this E30 eight years ago, long before his company Rebellion Forge Racing (RFR) became the powerhouse it is today. This custom shop was the name on everybody's lips at SEMA 2019, but back in the day this car was simply a cheap runaround 325is, pleasantly rust-free but needing a head gasket.

### FAB WORK

"For a long time the E30 was really a test subject for new things we wanted to try," Ross explains – the other character in that 'we' being Kyle Ray, his partner-in-crime at RFR. "We stood back and looked at it, and decided it really had everything we wanted in a build so we set out to finish it! We both like engine swaps, and we like big power in little chassis, so it just fit the bill. We're very happy with the results! The sounds and power this thing produces are nothing but smiles from ear to ear."

He's not kidding. And there was a certain inevitability to all this, as Ross and Kyle are old-school modders from way back. They've been around cars all their lives, and have done everything from custom exhausts for customers to full-on Porsche Cup race car builds. "I have a heavy background in welding, fabrication and design," says Ross, "while Kyle has extensive knowledge and experience in body, paint and electricals. It's allowed us to be very well-rounded, and accomplish anything we

set out to do."

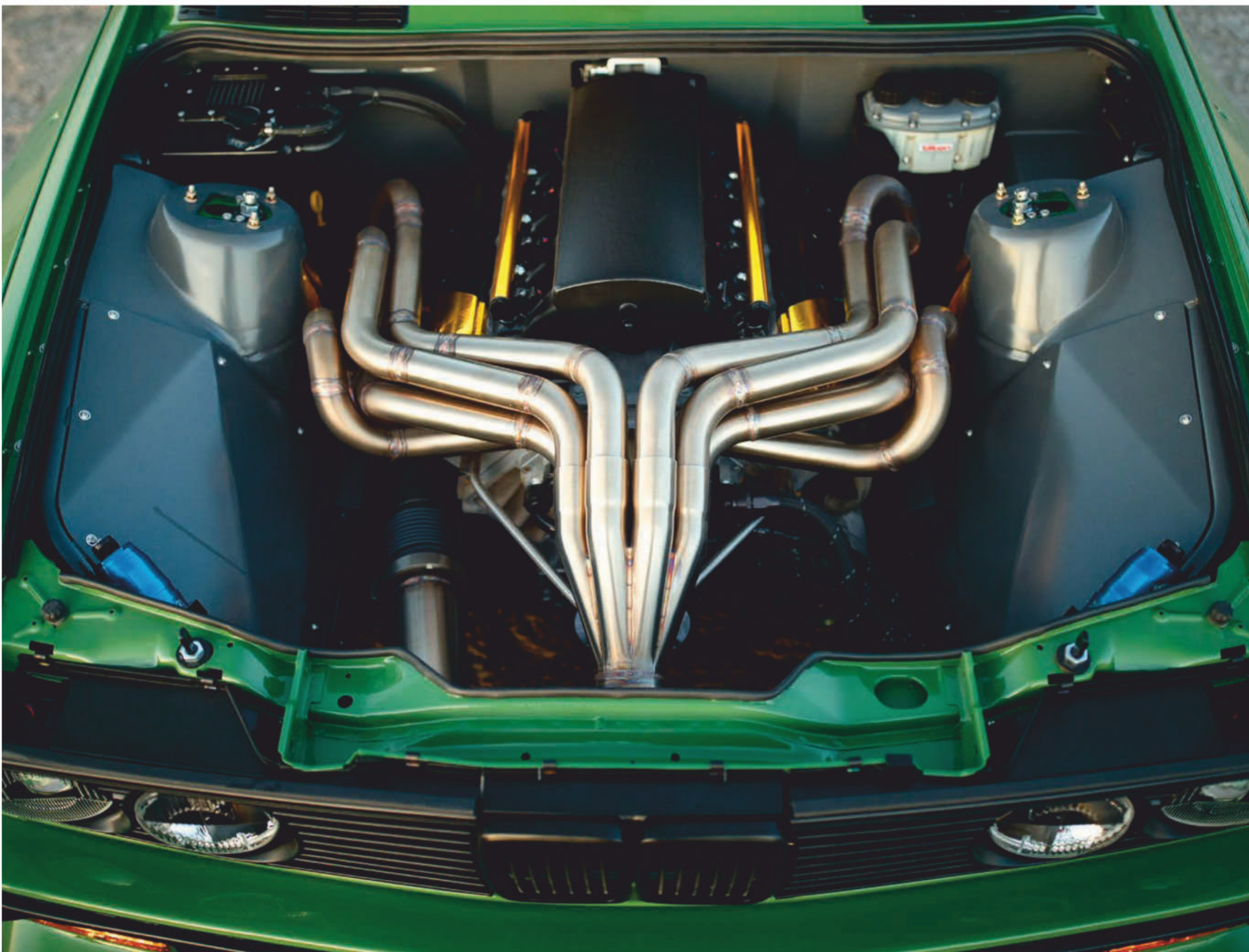
With this stellar skillset between them, plus the decision made to turn the E30 test-bed into a full-on build, the RFR fellas knew just what they wanted to achieve. "Like I say, I initially bought the car as a cheap commuter for work," says Ross. "With the blown head gasket, I set out on the forums to see what it took for the repair... and after seeing all the aftermarket stuff on the chassis I was hooked! I went out and bought another commuter the next day, and ripped the E30 apart. It's been an off-and-on project over the years, working around businesses and school, and we had initially been building it as a full track car. However, since my time is limited, I wanted something we could drive on the street as well – so we toned down the 'cage and installed the roll-bar you see here. Every other aspect of the car is fully track-prepped."

The result is a weaponised circuit beast that's legal to take down to Walmart or through the Maccy D's drive-thru. A key inspiration for the build was the sound of Tanner Foust's LS-swapped drift Passat, which is as good a reason as any to dump a hardcore bent-eight between those hungry inner wings. "We started building this setup last fall," Ross continues. "It ended up creating a lot of hurdles! We had to push the entire engine and drivetrain back eight inches, and that required a new firewall, transmission tunnel, new seat locations, shifter, steering, and the list goes on. All worth it though!" The engine itself is a pretty angry beast, the 6.0-litre LS3 running LS6 cathedral-port heads and a custom mid-rise intake manifold with 92mm FAST throttle body, along

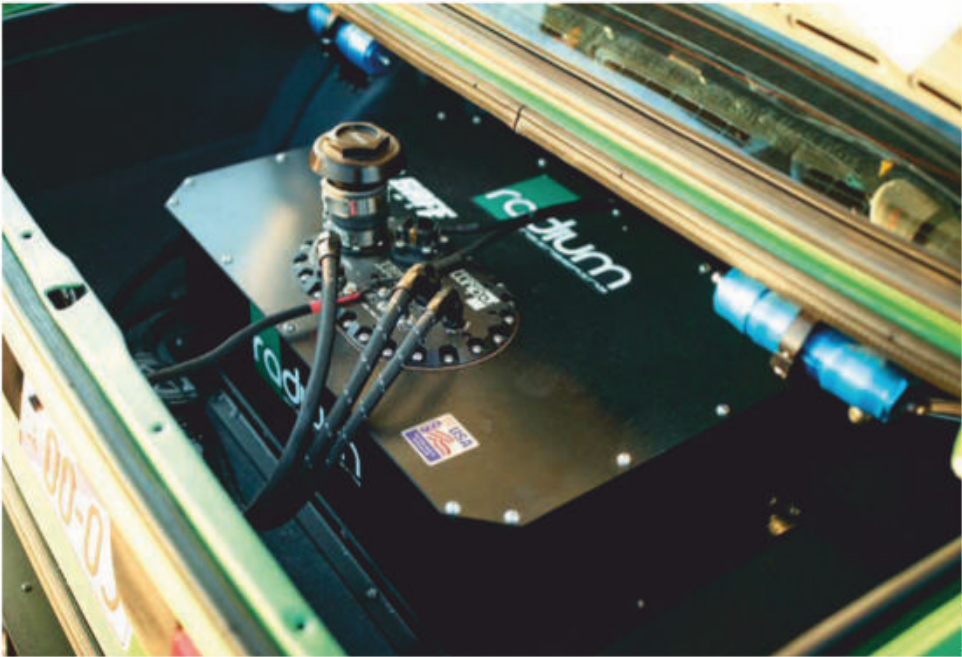


One word: girth





Fortune Auto Dreadnought  
PRO 2-way coilovers





## COVER CAR

➔ with TSP Stage 3 cams. It's all overseen by Haltech Elite 2500 management, and while the setup is yet to be fully finalised on the dyno, the guys estimate power to be somewhere in the region of 500bhp and 500lb/ft. Impressively – and slightly surprisingly – it's running through a 6-speed manual 'box from a Nissan 350Z, and of course the crowning glory is that bespoke RFR exhaust setup, its serpentine pipework making sounds that could summon the devil himself.

"We got into the SEMA build pretty late, leaving only five months for the car to be finished," Ross goes on. "And that was starting from raw metal! But we knew the direction we were going in. Back in 2018, Live To Offend released their prototype bodykit for the E30, and I immediately reached out to Kyza and Eric and asked what the future plans were. The kit we have on our car is much wider than the original; it adds roughly 8-inch of track width in the back and around 6.5-inch up front. Everything under the kit was done correctly as well – the factory arches were cut and welded shut and sealed, and the moulding recesses were filled, welded and smoothed. The carbon roof was moulded from a factory slick top, we cut the original roof off our car leaving roughly a 2-inch parameter to adhere to. Phase two of the exterior will happen over the coming winter in preparation for the track... that will consist of functional aero with a larger splitter and canards out front, and a large chassis-mounted wing out back."

The bespoke Live To Offend makeover creates some pretty massive arches to fill, and with SEMA in the crosshairs Ross and Kyle knew that they had to get

Yes, they are custom made centre-locks



### OWNER PROFILE:

**Name:** Ross Gredys (Owner of the car and founder of RFR)

**Age:** 35

**Occupation:** Everything steel! I own a large steel fabrication business that focuses on commercial and manufacturing fabrication alongside RFR

**First car:** 1985 Camaro IROC

**Favourite car:** Yikes. Tough question, I suppose a Porsche 935 would make me pretty happy

**Favourite modification on your car:** Exhaust for sure. So many other cool things, but that just makes the car. The sound really captures the attitude

**Favourite show or event:** SEMA didn't disappoint, especially for the first time being there

**Track day or show and shine:** Track day, always. The car may look pretty but it was built to drive

**Lessons learned from this project:** Always add about 50-percent to your budget! We got it done, but it always cost more to build in a crunch. We'll be starting on our next build in January so that'll help

**What's next:** You'll just have to wait and find out. All I can say is we'll be sticking with Euro...



A 6.0-litre small-block Chevrolet gives the BMW the go to accompany the show



“the crowning glory is that bespoke RFR exhaust setup, its serpentine pipework making sounds that could summon the devil himself”





## COVER CAR

➔ the E30 rolling on something special. And boy, did they deliver. The concept here was for RFR to collaborate with Rotiform and Rosko Racing to create something unique and unparalleled. Rosko were brought in to help design and create a custom centre-lock setup, as the RFR guys were adamant that they wanted to retain the period racer vibe with the hex nuts, but update the design and use a reverse-thread centre retaining nut. Once that was perfected, Rotiform were charged with the task of taking a set of staggered WGR-M wheels and mating them to the Rosko/RFR centre-locks. The upshot is a setup of 10x18-inch rims up front, with 12-inch of girth across the rear wheels slathered in fat 315-section Toyo R888-Rs. It's a brutal aesthetic. And when you look behind the wheels, you find yet more custom work going on throughout the chassis...

"The suspension consists of Fortune Auto 2-way Dreadnought coilovers," says Ross, "using their air-cup system in the front to help with clearance. The front control arm assembly was designed and built by MRT, while the back tubular trailing arms were designed and built in-house by us. We also raised the rear shock towers 3-inch to allow the car to sit lower without impeding suspension travel."

When it comes to braking, those track-ready cheques are once more cashed by something pretty damn serious. Again, it's something developed in-house, a setup that RFR make available to customers; it consists of the Brembo calipers from a Porsche Cayenne, 6-pots at the front and 4-pots at the rear, working with C6 Corvette Z06 and E36 M3 discs respectively. Given the global visibility of SEMA, this setup really allows RFR to demonstrate their shop capabilities; the custom caliper brackets were designed in the shop (and machined by those good friends over at Rosko Racing), and the proprietary custom theme continues to the interior.

## SEMA READY

"We partnered with Sabelt, and have their Titan seats, Enduro harnesses and flat-bottom steering wheel in the car," Ross elaborates. "The roll-bar was built by us, and due to the firewall being pushed back we're using a Woodward column and quick-release. We wanted to keep the stock dash, although it's been completely stripped; it's also modular in that all the ECU, power distribution, coils, air box and wiring harness are connected to the firewall itself. Just four bolts and the entire dash comes out for ease of serviceability!"

The more we learn about this astounding BMW, the more it becomes apparent that this is about far more than shock-and-awe. Yes, the Live To Offend bodykit is something that's been eagerly anticipated on the scene, and its custom application here has more than lived up to the hype. But it takes more than a fresh body and an unusual set of wheels to scoop trophies at SEMA. This is a holistic and fastidiously crafted project, building on both the skills and the dreams that these guys have been nurturing for decades. Without a hint of hyperbole, we can say that this is one of the finest modified cars in the world. "The reactions at SEMA were insane," Ross beams. "We still can't believe it. We put everything into this car, but we had no idea how much people would enjoy it! That really makes us happy. Based on this response, we're super excited to bring something bigger and better next year." So there you have it. What happens in Vegas most definitely doesn't stay in Vegas. ■







### SHOUT OUT TO THE SPONSORS!

This world-class E30 build is the brainchild of Ross and Kyle at Rebellion Forge Racing, but it's very much a team effort with a whole cast of characters lending a hand behind the scenes. Ross is keen to give the major players a shout-out: "Haltech provided EVERYTHING to run the car! Amazing company to work with. Thanks to Rotiform for the wheels which are baller, and Toyo for our R888-R tyres. Rosko Racing with help in machine design and machining, and Fortune Auto building us a complete custom set of coils to fit our crazy application. Condor Speed Shop provided us with so many E30 specific pieces like the windows, bushings, door handles, shift boot and so on – super-rad company to work with too. DEI helped us with all our sound and heat management- and it's AWESOME. The car is SO loud but you'd have no idea from the inside of the car. Sabelt, with all our interior safety equipment, Tilton with our drivetrain needs and pedal assembly, and finally Improved Racing with our AN fitting and hose needs."



## TECH SPEC: BMW E30

### STYLING:

Custom Live To Offend widebody kit, carbon fibre roof, custom rear diffuser

### TUNING:

6.0-litre small-block Chevrolet LS3, LS6 cathedral-port heads, custom mid-rise intake manifold with 92mm FAST throttle body, TSP Stage 3 cams, Haltech Elite 2500 management, custom RFR 8-into-1 headers, Davies Craig remote-pump cooling system, AN fittings and hoses throughout by Improved Racing, Nissan 350Z CD009 6-speed manual gearbox, Tilton lightweight flywheel, Tilton 7.25in triple-plate clutch, Tilton hydraulic throwout bearing

**POWER:** 500bhp/500lb.ft (est.)

### CHASSIS:

10x18in (front) and 12x18in (rear) custom Rotiform WGR-M / RFR wheels with Rosko Racing centre-locks, 275/35 (f) and 315/30 (r) Toyo R888-R tyres, Fortune Auto Dreadnought PRO 2-way coilovers with air-cup system, MRT front control arm assembly, custom RFR rear tubular trailing arms, rear shock towers raised 3in, RFR big brake kit comprising Porsche Cayenne calipers (6-pot front, 4-pot rear) with C6 Corvette Z06 discs (f) and E36 M3 discs (r)

### INTERIOR:

Sabelt Titan seats, Enduro harnesses, flat-bottom steering wheel with quick-release on Woodward column, custom roll-bar, stock dash gutted and customised

### THANKS:

"Obviously all our sponsors were amazing! And a special thanks to Meguiar's. The booth location was phenomenal, their team was outstanding to work with. They just made the experience that much better. A big thanks to all our buddies at home who jumped in with extra hands during assembly. It was a total madhouse but they made it possible. Kyza and Eric allowed me to finish a car the way I envisioned it in my head, so we're truly grateful for their partnership. And a very special thanks to Amanda and Sam, our significant others - they put up with A LOT over the last five months, but we truly appreciate their support and understanding of our passion for cars."





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# SEMA 2019

We make our annual pilgrimage to the Mecca of car culture – Viva Las SEMA, people!

**The Speciality Equipment Market Association** Show, now in its 56th year, is not only the world's biggest car show, but it's actually the single biggest event ever to hit the massive Las Vegas Convention Center. I mean think about it, this is about the biggest convention centre in the world, and it's in the mighty Las Vegas – the place where all the big conventions converge. In fact, the LVCC is built to hold three or four massive conventions at the

same time, but they just can't have anything else going on during SEMA week, simply because the show fills the whole kit and caboodle to the brim – over 3-million square feet of floor space. And then the bastard spills out into the car parks, outside areas, and parts of the famous Westgate Hotel next door. They even build temporary halls!

In other words, we knew that we were looking at a bit more than a light stroll around.

Put it like this, my Fitbit (yes, I know, don't take the piss) says that we were averaging 12-14 miles a day, and that's without getting there in the first place.

So why do we do it? Why do we spend our own cash to go all the way to Las Vegas to visit the world's most important modified car show? Well, that question answers itself, doesn't it? Here's what went on for the 2019 instalment... ■



This wide-arched Porker wasn't good enough for a spot inside...

Words **Midge Photography Jules**



## OVER THERE

### The cars

Some will tell you that SEMA is about as diverse as it gets, others will insist that it's simply an overblown collection of massive trucks, American muscle cars, hypercar royalty and Japanese street weapons. Although surely there's nothing wrong with a huge collection of any of the above, right? Casual observers aside, when you look a little deeper, it's obvious that the show is far more diverse than many give it credit for, both in the actual cars on display, and how they're modified. You'll find similar projects, of course, but no two are identical, and that's the whole point. The truth is that, no matter what you're into, there's a tirade of almost unbelievable gems to be sought out for anyone dedicated to any facet of car culture. When it comes to the sort of metal that

tickles your motoring cockles, SEMA is about as varied as it gets, even if sometimes that's through nothing more than sheer volume. Don't believe us? Well, just check out this lot to get you in the mood... and then strap in so we can continue.



One of the best EF Civics we've ever seen

## FC Favourites



### Jules: BMW 2002

"It's no secret that I'm a bit of a BMW fan boy, and SEMA 2019 really didn't disappoint on the Bavarian Motor Works front. There were plenty of gorgeous E30s, including the 6.0-litre, widebody one that's on the cover of this very magazine. But the winner for me? That has to be this absolutely stunning BMW 2002 built by Dalmakis Performance in partnership with Sprint Booster and JRP. It boasts twin-turbo S55-power (the same engine found in the current M3), no wonder it's been dubbed the MBeast."

### Midge: Nissan Titan / DMC-12

"Usually I'd be putting some sort of Audi R8 here, but as awesome as it was, we only saw the one which as a big Audi V8 fan makes me kinda sad. The truth is there are so many vehicles I'd love to own here at SEMA, that this bit is always nigh on impossible. But, if I had to choose something useable, the cheeky, fully-electric DeLorean we spotted outside is right up my street. Then again, when it comes to proper daily drivers, the widebody Nissan Titan in the Toyo Treadpass area is everything my Navara wants to be when it grows up... how much are those Pandem kits again?"





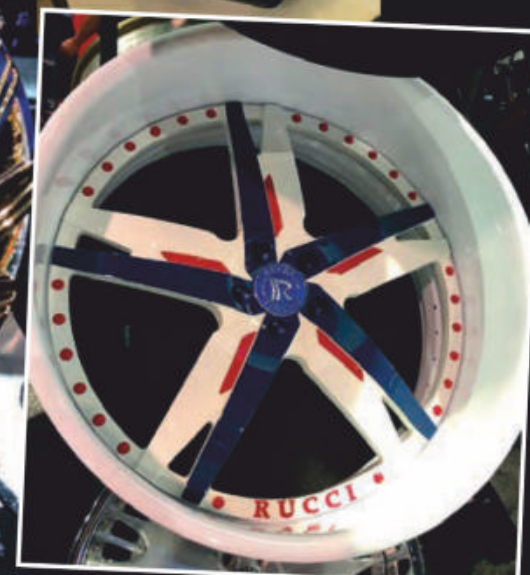


## SEMA SHOW SPECIAL



S13s are still popular Stateside...

... as are PS13s



### Not everything is a good idea...

Now obviously we really, really (really) love SEMA, but that doesn't mean that everything we saw on display is what you'd call the best concept ever, quite the opposite in fact. You could put it down to a matter of taste, or a lack thereof by some of our American chums, but there's no denying that stuff like wheels with guns on them, blinged-up engines and plastic caliper covers can be a little on the rubbish side for us Brits. We even had a little personal bet going as to who could find the worst wheel in the history of the universe. Jules won with these... he just couldn't decide between the two. Sick, and not in a good way.

TOP CARS · TOP CARS · TOP CARS · TOP CARS · TOP CARS · TOP CARS · TOP CARS · TOP CARS · TOP CARS

### Six of the Best Porsche 935

Put together as a homage to one of the most iconic race cars of all time, this Bisimoto creation hides a dark secret underneath. Instead of the 800-odd-bhp, 3.3-litre twin turbo flat six you'll find in the 'oh-so-normal' '70s racers, this one is sporting an EV West electric engine derived from a Tesla Model-S lump... So yeah, it's probably faster than the race cars anyway. Complete with the full 'slant-nose' kit and low-slung bumper headlights, we're not sure if it's strictly road legal but we're not too worried – when has a little thing like that ever stopped the Americans?

**Top Mods:** Bisimoto replica 935 long tail body, Brixton wheels, EV West electric engine.





## OVER THERE



### Girls, girls, girls

If someone told us that US rock icons Motley Crue wrote the '80s hit, Girls, Girls, Girls about a visit to SEMA, we wouldn't be at all surprised. There was more than the odd offering of 'long legs and burgundy lips' knocking around, we'll tell you that much. The point is that all the firms break out the big guns for SEMA, and it works – there really is no better way of flogging us stuff. Let's face it, what more could you possibly want than cars and girls with equally epic bodywork? Deep down it seems we're all very simple creatures...



### Looks legit

Every so often you come across the odd product that makes you laugh out loud, so fair play to China's ShuangWang Group unveiling a couple of their copyright-busting new designs. Yep, we're sure we've seen these puppies somewhere before, but we can't quite put our finger on it...

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## Six of the Best – Honda Civic EG

If you're an old skool Civic fan, you'll see loads and loads at SEMA. In fact, it's pretty hard to choose just one, but, just for the sheer balls of it, we were loving Carlo Uribe's 650bhp EG here.

Apparently, this car isn't just a showcase of a load of juicy parts that would get you nicked in about five seconds here in the UK, it's also an ongoing project designed to keep him away from the wife for the foreseeable future. Good man. Carlo also built the whole car from a bare shell in record time. He started just 30 days before the event! Seriously well played sir.

**Top Mods:** 2.1-litre turbocharged B-Series, Volk Racing TE375L wheels with Falken tyres, Hollister PowerSports respray.







## SEMA SHOW SPECIAL

### Trucking 'eck!

It's no surprise that trucks, much to my own delight, take up quite a proportion of the show. They always have and even though they're all a bit silly by UK standards, they're a sight to behold, make no mistake. It's hard to believe that these monsters are, for the most part, 100% road legal too!

This year there were more than ever but no longer did the category only extend to jacked-up (or body-dropped) pickups and weirdly chromed-out rock-running Jeeps. Nope, nowadays it's no longer enough to have an amazing show car that costs more than an average three-bed semi to show off, you clearly need a suitably bonkers transporter to bring it on too. Christ!



### Got any A90 Supras?

It takes a good few years of observation to come to this conclusion but it's not our first rodeo and it's interesting how times and trends change from year to year. Due to the number of cars that fill the LVCC and surrounding areas, you'll inevitably find examples that you've seen there before, many see it as a badge of honour turning up time and time again. But you'll notice that the popularity of certain models or certain styles changes as time goes on.

Last year the show was awash with high-end tuned M and RS badges from the fatherland, the year before the GT86/BRZ was the car of the moment, and before that we've seen everything from kitted supercars to old skool tuner cars being the most popular additions to the show. There's no denying that this year, though, one particular make and model was on the tip of everyone's tongues... and most of them were certainly good enough to lick too. Everywhere you looked there was a new Supra, literally everywhere. There was no getting away from Toyota's new coupe, not that we wanted to, naturally. The A90 in all its incarnations was clearly the star car of 2019 – we stopped counting at 30 of the buggers.



## OVER THERE



### Who are you again?

We like to think that we know our wheels here at FC, after all they're the bread and butter of what we do. But it has to be said that nothing blows our minds like the array of amazing rims on display that we've never heard of. Now, this might be because many don't have to push their stuff into Europe because they're already massive. Or it could be the fact that Her Majesty's Customs continues to pull our pants down and aim for penetration when it comes to landing stuff here in the UK. But we do know that there's no excuse for not having some of these brands in the UK.

What SEMA is clearly best at is bringing companies together from every manufacturing country in the world, so while you get a lot of big names that we know – the BBS, Enkei, Rota, Asanti and Vossens of this world – there's many, many more just waiting to be discovered. You may not be familiar with the likes of Ningbo, Cragar, Jianda, Centi, Voxxx, DNA Speciality, TW Racing, XIX, New Light, and Luxxx, of course, but they actually make some proper spanking wheels. All stuff that could blow the show and shine comps right open here in the UK. And, what's more, at least 70-percent of them are cast wheels that come in at a reasonable price.

If you're looking for something totally different to what your mate has down the street, then a spot of self-importing could very much be the way forward.



### Products

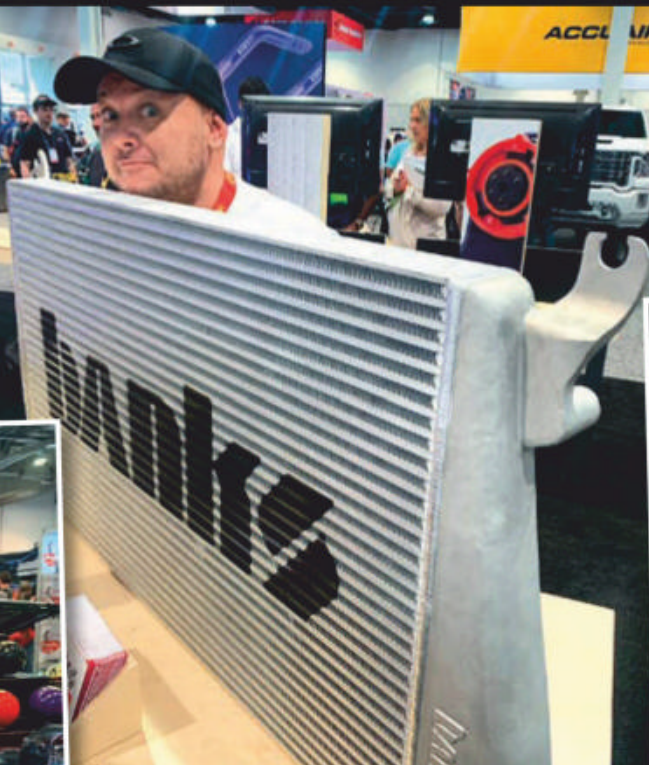
When all is said and done, one thing that can be easy to forget when you're busy checking out all the awesome builds, is that SEMA is ALL about the products. Obviously, you can't forget for long, though, chiefly because many of the massive halls feature thousands upon thousands of new bits

and pieces. If it's for a car, and many cases even if it isn't, you'll find it right here at the centre of the show. In fact, there's a whole hall (probably about the size of the whole Birmingham NEC) dedicated to just wheels and tyres, imagine that!

You see, SEMA is designed for one thing, and that's for the aftermarket to showcase what they have coming up in the year; if it's not here, it simply doesn't exist. Flogging your wares here is quite the investment too as stands start at about 30 grand for a small space, and you have to be exhibiting for a good few years before you're even considered for a bigger premium spot, no matter who you represent. And, while you will be aware of many of

the big names, there are guys that are absolutely massive in the US, Asia and Australia that even we have never heard of. What's nice to see, though, is that some of our biggest brands are always there to represent Blighty. What's even nicer is that guys like Samco Sport, Milltek, Goodridge and EBC Brakes are just as loved in the US market as they are here.

As you can imagine, for a self-confessed products guy, it's all pretty overwhelming. And, whether that's checking out the 600-strong product line from detailing giants Chemical Guys, the abundance of new air ride companies that seem to spring up every year, or wondering why turbochargers seem to be the size of houses in the USA (and what the hell they're supposed to fit anyway), there's a lot to take in. But don't worry, we've been busy sorting through the thousands of information packs to bring you the best, and most relevant to the UK in the coming months, watch this space, people!







## SEMA SHOW SPECIAL

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### Six of the Best – GReddy Supra

Yep, it's yet another A90, but this time it's also an epic amalgamation of the future and the past. In fact, there's no surprises that GReddy decided to go for the full-fat 2JZ in their Pandem-kitted Supra; 'tis just what these guys do.

Admittedly we're not 100-percent sure on the enormous rear wing as yet, but it's easily one of the maddest Supra builds since the 1990s... To be fair, eight grand for a bodykit is starting to seem like a bargain too. Still, there's one other big 'lightweight' aspect to this build – there's not very much left of that plush interior, is there? All traces of BMW have been duly eradicated here!

**Top Mod:** Pandem kit, 2JZ engine, 18-inch Rays wheels with 255/30/ R18 Achilles tyres.





## OVER THERE

### Go outside

One thing we always say about SEMA is it's not just the cars inside that are about as pant-wettingly worthy as it gets, the stuff on the outside is pretty damn spesh too. In fact, even the cars that get a little overlooked here would pick up the entire trophy cabinet at just about any other show. It really is a testament to the sort of kudos that displaying at SEMA brings with it.

That said, some of the very finest cars of the show were the builds we found displayed in the Toyo Tires Treadpass area. It wasn't so much a collection of the best cars at the event sat in the sunshine, but some of the best cars we've ever seen anywhere. A right little oasis among all the madness.

This year saw everything from the usual kitted hypercars, to a fully-electric race Porker and even a rather controversial RX-3-fronted, big-turbo FD RX-7. Suffice to say that, once again, this was a corner of the event that everyone was talking about.



### Six of the Best – FC RX-7

This crazy-looking RX-7 doesn't just turn heads, it causes a rush at the local chiropractor (snaps necks – we get it - Jules). Collette Davis' neon FC RX-7 may have been part of the Hot Wheels tour, but it was one of the few to have the distinction of not already being based on a toy. It's a fresh build and, instead, Hot Wheels are due to bring out their own FC in 2020. We're hoping it looks just like this. One other thing that's sweet is it was one of the few RXs at the show to retain a rotary engine instead of sporting a massive LS swap. And, what a Wankel it is too... did someone say ridiculously-massive chrome blower? Rassssssp!

**Top Mods:** Triple rotor 13b, custom Garrett turbo and plumbing, R1 Concepts brakes, custom kit, full cage.







## SEMA SHOW SPECIAL

### Safe as houses that...

One thing that never fails to amaze us are all the, ahem, health and safety-conscious modifications that we come across. We're not just talking about trucks that are jacked up so far that there's no way the driver could see Hulk Hogan standing in front, let alone anyone of smaller stature either. Some of the smaller mods you'll find can be a bit on the questionable side to say the least: spikes, chains, a distinct lack of bonnets and fenders. Anything goes in the USA and it's enough to give any UK traffic copper a heart attack. Pretty ironic for a country where someone can punch you in the mush and then sue you for hurting their knuckles, don't you think?



### Euro bangers

European cars have always been popular at SEMA and in the USA in general, the reason being that import taxes ensure that they're still seen as something of a luxury item. Any cretin can drive a home-grown Camaro you see, but it takes real class, and plenty of cash, to run a high-end Euro motor... and obviously, nothing says luxury like a Harlequin Polo, or Pandem E30.

We're not sure we agree with the sentiment, of course, but we get the idea. In a way, high-end Euro cars sit where Japanese cars did a couple of decades ago; they're something a bit different from the establishment, and here at SEMA both old skool and new cars, and more than ever BMWs, remain massively popular on the tuning front.

What's pretty controversial, though, and one thing we noticed this year, was the distinct lack of Audis on display. There were a few, of course, but nothing like the tirade of Quattro goodness we've witnessed at the past few events. The question is: have luxury Audi fans all started buying up Supras instead? We'll have to wait until next year to know for sure.



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### Six of the Best Corvette

This 700bhp monster may look like something you'd see flying around Hill Valley in a Back To The Future film, but it's actually a fully re-worked Corvette C6 – yep, the one from the early Noughties. Sitting pretty on the Spectra Chrome stand, we caught up with the owner who was pretty enthusiastic about how quickly he can get it to spool up and destroy more than its fair share of 24-inch rubber. And as for the rest of it? “Well, there's not too much going on,” he said. There was us thinking the Yanks didn't do sarcasm!

**Top Mods:** Full custom body, custom carbon inserts, 24-inch wheels, 405/25x24 Pirelli P-Zero Nero tyres, BC Racing coilovers, StopTech brakes, twin turbo kit.





## OVER THERE

### Six of the Best – Chevy Truck

Of course, we couldn't finish up without featuring a spot of all-American muscle somewhere in our top FC picks, right? But all isn't as it seems with this belter from Mayhem Metal Works; it's not quite what you'd call your average '50s pickup. For starters there's no V8 under the bonnet (it has got a bonnet). It's sporting a massive twin turbo diesel lump instead. Second, it's not the straight-line banger you'd expect to see in the US either. This one is actually put together for the track... It's got a hydraulic handbrake and everything! Owner Jeff built this from scratch with help from his son in just a matter of months before the show, and it's even got a ticket for use on the road! We reckon he may need to sling in some headlights if he wants to go out at night, mind.

**Top Mods:** Full custom space frame, cage-mounted custom coilovers, Sparco seat, Twin turbocharged Cummins diesel engine.



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## Mad Shit

Some come to SEMA to see the best products and tuner cars in the business, and that's fair enough. I will admit, though, that there's a part of me that just wants to see the bonkers stuff, all the balls-to-the-wall builds that only seem to come out for this event. We've no idea where half of these actually come from either, but essentially being the big kids we are, we like 'em, we like 'em a lot. There's a lot to be said for the madness that seems to course through the veins of builders across the pond. Because of the lack of rules, they don't merely ask themselves questions like: 'could my blown, Chevy Big Block-powered Mustang do with another couple of superchargers?' They just go out and do it. The same goes for crazy import ideas – I mean, who says that your classic Honda N600 can't be fitted with an 800cc VFR800 bike engine? Complete with the tank from the original crotch-rocket under the bonnet to boot! Still, as with last year, the award for the most,

bordering-on-offensive, batshit offerings has to go to Hot Wheels, who commissioned a whole load of real-life versions of their toys. Yep, you read that correctly, for many of these unbelievable cars, the toys actually came first. Here we saw such automotive extravaganzas as the Darth Vader Car, and perhaps their most famous toy ever, the '60s 'Twin Mill', a dual supercharged V8 powered coupe that you can actually drive... well, if you own the Forza video game. All chuffing bonkers, of course, but they make you glad to be a petrolhead.



## Go Next Time

As you'll probably know by now, for some reason that we can't quite fathom, SEMA is a trade-only event. This means that you'll at least need to know and be 'working for' a professional at the time of your arrival. That said, looking around, many seemed to be about as 'in the trade' as my grandma. So that should tell you all that you need to know. Security is tight, that's for sure, but it doesn't mean a little bit of ingenuity won't get you in the door; we're all in this game together after all, right?

Once again, 2020 brings SEMA relatively late – it's at the LVCC from the 3rd to the 6th of November. But, on the plus side you can get out there early, put your feet up and first enjoy one of the other most mental things you'll ever likely to see – Halloween in Las Vegas. We'll see you there for a cocktail!





**AD5**  
Gloss Black, Gunmetal / Polished  
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8x18"



**ASSASSIN**  
Gloss Black, Blackberry / Polished (18" 20" only)  
& Gloss Black / Polished  
7.0x16" 7.0x17" 8.0x18"  
8.5x19" 8.5x20"



**ASSASSIN GT2**  
Gloss Black / Polished  
8.5x18" 8.5x20"



**STUTTGART ULTRA  
CONCAVE**  
Gloss Black /  
Polished Face  
8.5x20"



**WOLFSBURG**  
Gloss Black &  
Gloss Black / Polished  
8.5x20"



**LUCCA**  
Gloss Black / Polished, Gloss Black & Polar Silver  
6.5x16" 6.5x17" 7.5x17" 8.0x18" 8.0x19" 8.0x20"



**TORINO**  
Gloss Black / Polished, Polar Silver  
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**AERO**  
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6.0x16" 6.5x16" 7.0x16" 7.0x17"  
7.5x17" 7.5x18" 8.0x18" 8x19"



**DORTMUND**  
Gloss Black, Gunmetal / Polished, Matt Bronze (20" only),  
Matt Black & Gloss Black / Polished  
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8.5x20" 9x20" 9.5x21"



**TURISMO**  
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& Gloss Black / Polished  
8.5x18"



**MUNICH**  
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HOT RIDE





# Black Gold

It's got oil sheikh chic and plutocrat flair in abundance, but this bagged Bentley is thoroughly down-to-earth. With deep roots in the VAG scene, Dan Steele has taken the Conti GT formula and reimagined it for a new generation...

Words: **Daniel Bevis** Photography: **Si Gray**





## HOT RIDE

**There are few automotive brands with quite the majesty** and effortless class of Bentley, let alone the heritage. With the company enjoying its centenary year, 2019 was awash with Bentley-themed events, celebrations, hooplas and extravaganzas. From Blue Train hijinks to Le Mans blowers, all eyes have been on the iconic winged badge... and it's not just a party for fans of vintage racers; no, if you're more into modern-era motors than what Ettore Bugatti famously damned with faint praise as 'the world's fastest lorries', the 21st-century Bentleys have been enjoying renewed appreciation among enthusiasts and tuners alike.

Of course, some people were into all this stuff long before the centenary celebrations hit. When you view the recent Bentleys as part of the wider spectrum of the VAG oeuvre, it makes a lot of sense to hold these cars up as the pinnacle of aspiration for people who spent their formative years spannering on Volkswagens. The respect has been readily apparent for some time on the show scene, with more than

a few people bolting genuine Bentley wheels onto Golfs, Leons, Octavias and what-have-you, but the super-premium nature of what the brand represents means that they're still pie-in-the-sky as a buying proposition for most. While it's true that the evergreen Continental GT has just about dipped into what some lucky people may view as 'excellent value', it's not exactly the sort of car you can pick up at the age of 21, slam over some shiny rims and roll into your local stance meet. Not unless your dad owns a premiership football team. No, you need to be a proper O.G. to get involved in this sort of caper, and the owner of the flawless Conti that's glimmering under the studio lights with us today has been a player at this game for longer than many readers would be able to remember. It's taken a quarter-century of hot rides and deep-seated modding prowess to elevate to this stellar level, and the bagged Bentley you see before you represents a coda to an automotive symphony that's been swelling for decades.

### DAN THE MAN

"I've been modding cars for twenty-five years," says Dan Steele, the man lucky enough to call this motor his own, "and I've always been a VW man." He's not kidding; chief among his previous projects were a Corrado G60 in Nugget Yellow, a B5 Passat V6 4Motion, a Mk4 Golf R32, a Mk4 Polo G40 with a turbo conversion, and a Golf Rallye that was fitted with a 1.8T and evolved into a full-on show car. Magazine features abounded for a number of these projects, demonstrating the skill and care which Dan invariably lavishes upon his prized possessions, and so the Bentley was the next logical step. After all, when you've been levelling up in the relentless manner that he has, eventually you're bound to





“all that effortless power comes from a sodding great 6.0-litre twin-turbo W12 and Dan’s had his remapped to a brawny 680bhp”



## OWNER PROFILE:

**Name:** Dan Steele

**Age:** 42

**Occupation:** Marine engineer on super-yachts

**First car:** Mk1 Fiesta

**Favourite show or event:** Ultimate Dubs/Stance, indoor arenas are the way forward

**Lessons learned from this project:** The importance of tyre load ratings! Due to this car weighing in at 2.8-tonnes, tyres have been an issue with a few blowouts, one happening right after the shoot, due to incorrect load ratings

**What's next:** The project I wanted before the Bentley: a Beetle RSi. I'm seriously thinking of selling the Bentley, as it's gone as far as I can take it – so it's for sale at £50k.





## HOT RIDE

➔ arrive at the boss level. That's just science.

"I've always wanted a Bentley, although it is basically a glorified Audi S8 long-wheelbase," he grins, and that's not a self-deprecating knock, it's a badge of honour. For a dyed-in-the-wool VAG appreciator, this posh Audi signals the ultimate evolution of a timeworn formula, taking everything Dan knew about project cars and refracting it through a super-premium filter. "I bought the Continental in 2016; it was all completely standard, and it ended up sitting on axle stands for six months with no wheels and no interior while I planned out what to do with it." With so much experience honed over so many years, you can be damn sure that this guy had a clear picture in his head of what he hoped to achieve, and there was no need to rush. This was something that needed to be done right rather than simply done fast. The model Dan chose for this project was a Triple Black Edition, the uber-shadowy spec essential to the effect he wanted to achieve, as the plan was to retrim the interior in bright jaffa orange to act as a searing counterpoint to the gloss black interior trims and, naturally, that gleaming midnight-chic exterior. The reason for this was that his Golf Rallye had also sported the same colour scheme, so this represented a beautiful sense of progression and evolution from one build to the next.

The task of retrimming the interior was handed to Optimus Trimmers in Glasgow, who painstakingly recovered the seats, headlining, door cards, dash and armrest to rework the innards in a glorious riot of citrus-hued extravagance. The custom interior work extends to the boot build, which has also been trimmed in sumptuous jaffa leather and carbon





fibre trim, to artfully accentuate the Champagne bottles and crown-shaped ice bucket in fine style.

There's another dimension to this colour scheme, something that conceptually stretches far deeper. You see, while Dan's bread-and-butter today is as a marine engineer on super-yachts, he spent many years working on ultra-deepwater offshore drilling rigs, drilling for oil; it's for this reason that the Bentley is affectionately referred to as 'Project Black Gold' – it's a sense of all-pervading premium and high-end luxury, underpinned by the biological necessity of the slippery dino-juice that keeps everything churning behind the scenes. Which acts as a decent metaphor for the Continental GT as a whole really; while it's a fabulously appointed luxury grand tourer, it's easy to forget that all that effortless power comes from a sodding great 6.0-litre twin-turbo W12 grafting away beneath the bonnet. The fact that Dan's had his W12 remapped to a brawny 680bhp serves to neatly underline this point.

## DESIGNER BAGS

So with the innards looking appropriately premium, it was essential to get the big Bentley sitting pretty over just the right rolling stock. The altitude angle was taken care of by the application of a bespoke air-ride system with custom bags and struts, expertly engineered by the maestros at Intermotiv; Dan opted to retain the factory air management system and re-program the VAG-COM, then design his own 'Dump It' control box to allow the system to be aired out and lay the car on the ground. And you can't really miss the wheels that it's dramatically airing out over, being as they are a fully custom creation to his own exacting specifications. The starting point was a staggered set of 21-inch Rotiform



## UNSEEMLY NOISES

The interior retrim is sumptuous beyond belief, but it's not all about the look-and-feel – Dan's put a lot of effort into beefing up the audio too. The Bentley infotainment unit now sports iPhone/iPod integration, and is augmented by an Audison Bit One processor, and an Alpine PDX V9 1400w RMS amplifier. A meaty Rockford Fosgate Punch 12-inch sub provides the bowel-shaking rumbles, while Focal PS 165 FS 3-way components have been fitted both front and rear to ensure perfect clarity and precision. Which is all very Bentley, darling.





## HOT RIDE

➔ BLQ-T, with delicious rose gold centres and polished lips, which have been cunningly rebuilt into a four-piece construction with the centres spaced out 40mm to create an effect Dan refers to as 'Boudicea's chariot'. (You'll remember from your history GCSE that the scythed chariots of ancient Rome had gleaming weaponry poking out from their wheels; the difference here is that Dan's instead weaponised your sense of intrigue.)

With the desired effect magnificently achieved, the final flourish was to gently clean up the exterior lines, smoothing the bumpers and de-chroming the front grilles to further amp up the black/orange/black malevolence, like some sleek but enraged tiger.

When the Conti debuted in its initial guise at the Let's Stance show in 2017, it immediately won 'Best in Show' as well as 'Best Wheels', and it's been raking in the silverware ever since. With the custom coilover/air-ride setup and four-piece wheel rebuild in 2018, attention elevated to unprecedented levels, and the jaw-dropped crowds circulating around this ultra-swank build have been growing ever since, as Dan gently tweaks and refines the GT into the best possible version of itself.

So while the purists, collectors, tycoons and concours buffers have been busying themselves tremendously throughout 2019, flicking specks of dust from their 1920s racers and luxuriating in the glow of a brand well lived, Dan's had the jump on all of them. With an extensive history of refining and perfecting VAG builds, this Conti GT is the ultimate interpretation of a game he's been playing for years. The elemental purity of black gold, reimaged for a 21st-century audience. WO Bentley's original mission statement was 'to build a fast car, a good car, the best in its class', and Dan's following that timeworn sentiment to the letter. ■

## TECH SPEC: BENTLEY GT

### STYLING:

Front and rear bumpers smoothed, de-chromed front grilles

### TUNING:

6.0-litre W12 twin-turbo, carbon hydro-dipped engine covers, remapped, 6-speed Tiptronic auto

### POWER: 680bhp

### CHASSIS:

9.5x21in (front) and 10.5x21in (rear) Rotiform BLQ-T with rose gold centres and polished lips – custom-built into 4-piece split-rims with additional rim spacer rings, Stance 35mm spacers, stretched Pirelli tyres, bespoke Intermotiv air-ride system with custom bags and struts, custom air tanks, Viair compressor, Airmatics drop links, with OEM Bentley management and custom-developed Dump It control unit

### INTERIOR:

Full retrim by Optimus Trimmers in jaffa orange leather – including seats, headlining, door cards, dash and armrest, custom boot build with Champagne bottles, glowing crown ice cooler and ice, carbon boot trim and jaffa orange leather trim, Bentley infotainment unit, Audison Bit One processor, Alpine PDX V9 1400w RMS amplifier, Rockford Fosgate Punch 12in sub, 2x Focal PS 165 FS 3-way components front and rear, iPhone/iPod integration





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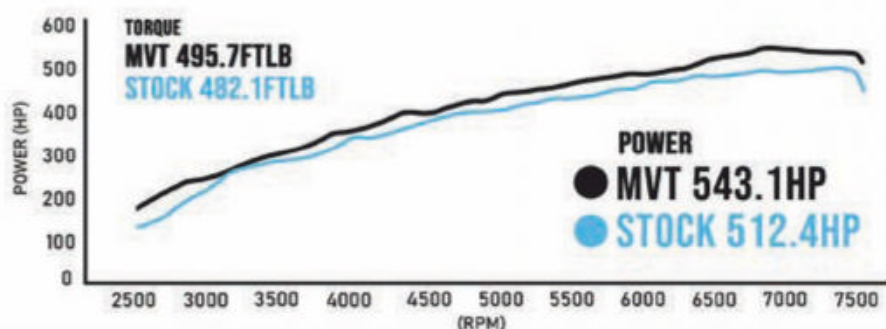
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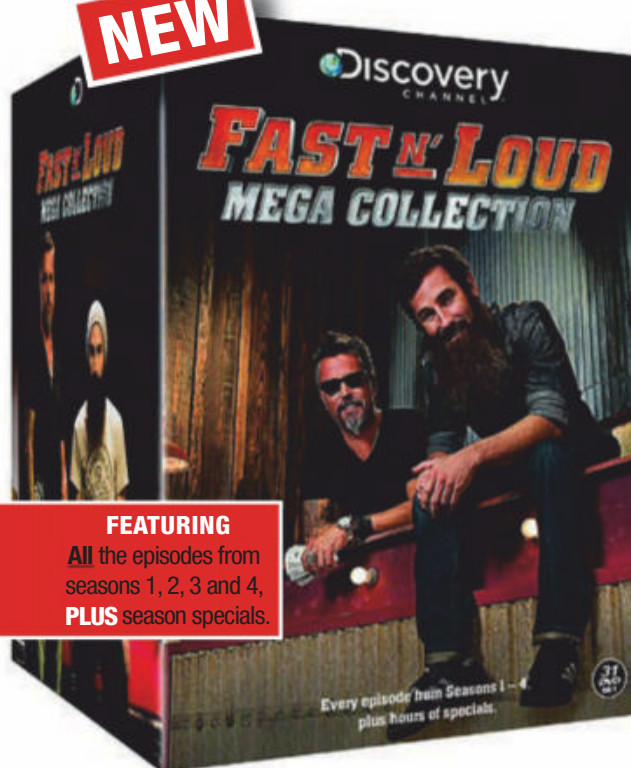


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# FRESH KIT

## BRIXTON FORGED BM01, FROM £9000

It's fair to say that at FC HQ, we look at hundreds of wheels over the course of the year, and probably many hundreds more when we go to SEMA. What we've got here, though, is the king of the lot, and dare we say it, our favourite wheel of all time! Okay, so that's a tad debatable, but it's definitely up there – just marvel at its magnificence. Well, go on then, bloody marvel!

This new 8-piece rim (yes you read that correctly) is called the BM01, and it's occupied 90-percent of our brains ever since we spotted it shining bright in Las Vegas.

Now, obviously it's not cheap, but then again you don't want a wheel like this to be cost effective in any way. No, this puppy is a bona fide once-in-a-lifetime purchase. A dream buy of the highest order that can't be beaten or justified to your accountant. Something you'd happily remortgage your nan's false teeth for. And you just don't get that from a wheel that any 'erbert down the street can afford.

Anyway, special is clearly the word of the day here, and everything from the custom metal centre cap, to the functional fan-style lip, to the choice of 3d-printed aero centres screams

exclusivity like no other wheel on today's market, or any market, ever.

It's also available in any size, any PCD, and any finish you can dream up, just as long as you've

got the sort of wallet you have to carry to the shops in a wheelbarrow. Not just the daddy then, but the daddy's daddy. Stunning.

[www.brixtonforged.com](http://www.brixtonforged.com)



### FEATURES

- Sizes: Any 17-22-inch diameter, any 6-16-inch width
- PCD: Any
- Offset: Any
- Finish: Er, Any



FRESH KIT

# NEW PRODUCTS

The shiniest and freshest mods on the market

## SAMCO SPORT FK8 HOSES, FROM £63 (COOLANT KIT)

There's not many motors that can stand toe to toe with the FK8 Type-R in the real world, and what with the tarmac-destroying 2-litre turbocharged monster being the first to bring the Type-R badge to the US, we've seen an almost unprecedented amount of mods hit the market in recent times. The thing is though, this is a Civic that's not really a Civic as we know it. No matter how focused, this is actually a modern, luxury and, most importantly, expensive bit of kit. The usual Honda-modding route of ripping out everything and going street racing doesn't quite reflect in the pricing as yet. So, there's a lot to think about before you start swinging the spanners willy-nilly.

It's clearly all about quality with this motor, so it's lucky that this is exactly where Samco Sport can help you out with one the all-time great, uber-quality mods. We're talking of course about their hand-made hose kits.

OK yes, so technically, there's far more than one little tweak here. But the best thing is that they're definitely not messing about when it comes to achieving silicone greatness. Not only are there no less than 5-kits (covering everything from induction to ancillary) available in every one of their famous 21-colourways. But, these were also developed in conjunction with the Team Dynamics Honda BTCC team for only the highest-level performance. Take the turbo kit for example, it even incorporates special high-temperature fabric to help it resist up to 250DeC, we bet no one else has even considered that. One thing's for sure, these could be the real touch of class that enhances your FK, rather than detracts from it.

[www.samcosport.com](http://www.samcosport.com)

FK8 Coolant



FK8 Expansion Tank

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**TCS690 Turbo** (3 hoses) £153

**TCS690 HT Expansion Tank** (4 hoses) £87

**TCS690 ANC Ancillary** (6 hoses) £123

**TCS690 C Coolant** (2 hoses) £63

## Bargain Hoops

### Wolfrace Nova, £129 (each)

Here's a rather interesting looking rim from UK firm, Wolfrace. The asymmetrical split 5-spoke Nova is a strange one to ponder, there's no doubt about that, it's overtly modern but seems to be thoroughly '80s-inspired at the same time. A weird combination yes, but then again, we think that's exactly what makes it. We love this unusual little bugger long time!

This one's available in all the common 5-stud PCDs so, although it won't actually fit on a Nova, the Nova is good for just about anything else here in the modern world. And it should look bonkers on each and every one of 'em too. Yummy.

[www.wolfrace.com](http://www.wolfrace.com)



### 7Twenty Style57, from £210 Each

The guys at 7Twenty have been smashing it lately with a whole load of top releases but while these drifting specialists are racking up some seriously trick designs, and a whole load of kudos on the streets, these Style57 mesh jobs have to be about the dishiest yet. In fact, these beauties have got more dish on the go than Sky TV and the Hubble Space Telescope put together.

They're all 18-inchers admittedly, but there's a nice selection of staggered sizes to suit a whole raft of top notch builds and we're loving the all-business matt face and gloss lip combo (available in bronze and black). Lovely lovely.

[www.7twenty.co.uk](http://www.7twenty.co.uk)





### MISHIMOTO TITANIUM TURBO BLANKET, FROM £122

Titanium turbo blanket, three words that make us feel warm and fuzzier inside more than any other three words in history. Even more so when you find out that these new items from tuning giant, Mishimoto, are coated with a 'volcanic lava rock' outer layer – sounds a little on the epic side, doesn't it?!

Turbo blankets are infinitely useful bits of tuner kit though. They're designed specifically to keep radiant heat inside the turbo for faster gasflow, and out of your bay to help cut down on cooling problems. These rather monstrous offerings here come in a variety of sizes for the most common turbos out there, and they're rated up to a whopping 1260DegC. So, presumably, you could stick a couple over your Nikes and go for a wander across the surface of the sun, a bargain at around 120-quid a foot. Volcanic lava rock indeed, what will they think of next?

[www.mishimoto.co.uk](http://www.mishimoto.co.uk)



### A90 SUPRA EXHAUST, FROM £1135

Bagged yourself a new Supra yet? Probably not but it's good to know that, just about every bugger at SEMA has. Still, don't you worry about it, you'll get there, and when those six magic numbers do come up, you can combine your new purchase with one of these for even more power and a sound not unlike angels making sweet, sweet love... or so we've been told anyway.

Now, we don't have to tell you that Milltek Sport make some of the tastiest pipes in the business, and it didn't take them long to get their very own Supra to play with either. But, being one of the first tuners in Europe to work on the rather complex car, it's not been a simple case of slapping on a pipe and going testing. The truth is that there's all sorts of specs for the A90, and the guys have had a lot to contend with, not least because European models are fitted with a Gasoline Particulate Filter and the rest of the world isn't. That means they've had to develop a whole range of options for all over the world, including a few mild-to-wild GPF back 'valved' road and 'non-valved' race options for us, here in the civilised bit. Speaking of enhanced options too, all their exhausts are based around the proven 70mm, non-magnetic aerospace stainless steel, but there's a whopping 5-different trim options for the tailpipes. These include a choice of Cerakote Black, Polished, Brushed Titanium, Burnt Titanium and Carbon. What we've got here then is clearly an option for everyone on the planet... all we need now is our own badass A90 to bolt one on!

[www.millteksport.com](http://www.millteksport.com)



### Road Hero Kits, from £200

So, here we are, the alloy wheel that we hope you'll never need. These 'Road Hero' kits are pretty aptly-named in our book too, not least because the vast majority of modern cars nowadays come with a can of gunk instead of a proper spare wheel. All this has got bollock all to do with actual safety you understand, it's more a way for manufacturers to easily reduce weight, and hence reduce emissions for more stringent EU regulations. And when you think about it, it's all at our expense too. The cheeky bastids!

Road Hero is the only all-in one solution, it not only includes a lightweight alloy space saver that's tailored to your motor, but they've thrown in a jack, brace, warning triangle, hi-vis vest, head torch, rain poncho, kneeling mat and even heavy duty gloves. So, there's everything you need to get you home, no matter the size of the puncture. We've all been there trying to fill a massive gash with tyre gel, it's not really the best when you're dodging HGVs in the pissing rain, is it?

These are so handy, we're kind of thinking they should come as standard!

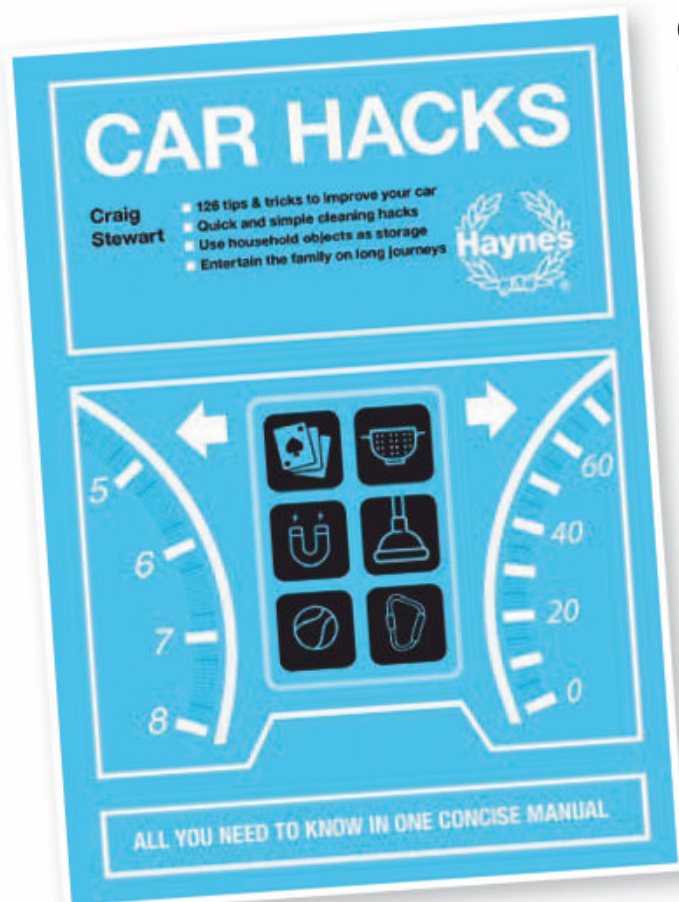
[www.road-hero.co.uk](http://www.road-hero.co.uk)





# LIFESTYLE

The car culture experience doesn't just belong in the garage



## CAR HACKS, £13

Driving, owning and maintaining your car can be expensive, frustrating and time-consuming. But fear not – Car Hacks, the new compact manual from those clever people at Haynes, comes armed with a 126 simple hacks, tips and tutorials to transform your motoring life.

The book explains how to use random objects to improve both the interior and exterior of your car, whether it's for mechanical, practical or economic reasons. It also features a whole host of quick and simple hacks with everything from how to stop shopping bags tipping over to fixing scratches, dents and much more.

[www.haynes.com](http://www.haynes.com)

## TAMIYA GR SUPRA, £199

After looking through the raft of modified A90 Supras at SEMA, who doesn't now want one for Christmas? The problem is, most of our other halves won't have a spare £52,695 in their banks to fulfil that Christmas wish, and even if they did I can't imagine you've been that much of a good boy this year anyway. But we've got the solution right here, or should I say Tamiya have as they've just released their RC Bundle for the GR Supra. It might be a tenth of the size of the real deal but it'll be just as much fun, and you can legitimately tell your mates that your missus bought you a Supra GR for Crimbo. They don't need to know the (small) details.

[www.jadlamracingmodels.com](http://www.jadlamracingmodels.com)



## HOONIGAN MONEY BOX, £59

Are you a little banker? Well the all-new limited edition Hoonigan money box is for you. It's made out of actual wood type material and perfect for stashing loose coins, notes and money type stuff. Use it to save up for important things like err... car parts, beer and more car parts. Handcrafted and limited to just 500, so be quick!

[www.hoonigan.com](http://www.hoonigan.com)





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THE FC PORTFOLIO

# Fast Mods

**The Mk7 Golf might be in its twilight year but there's plenty of potential left to unlock...**

The Mk8 Golf is set to be launched next year, calling time on the six-year production of the Mk7. Since 2013, VW has blessed us with many variants of everyone's favourite family hatch, but the pick of the bunch, that would be the stonking Golf R.

Straight out of the box, the R's 2.0L TSI engine produces 288bhp; enough to propel its passengers to 60mph in under five seconds. Impressive specs for a £35,000 family car, right? But this is Fast Car magazine and impressive doesn't quite cut it. So what if we told you that for just another £3532 (or £4011 for DSG versions), you could increase power to 401ps? Well, that's exactly what a Performance Pack from our friends at Revo will do to the Golf R!

All you have to do is pop it down to one of their 400 authorised dealers, leave it there for a few days and then drive it away again. All with the piece of mind that comes with a company like Revo! But how do they increase power by over 100ps and what exactly does your money buy? Well, to be exact, all of this...



## REVO INTERCOOLER

The Revo Intercooler utilises unique design features to keep intake air temperatures low, minimise pressure drop and allow the engine to produce impressive power and torque

# GOLF 7R

## REVO CARBON SERIES AIR INTAKE SYSTEM

The Revo Performance Pack requests more air than the standard intake system is able to deliver. Included with the PP, Revo air intake systems are designed to smooth the flow of air from filter to inlet, while increasing the overall volume of air the intake system is able to deliver



## REVO INTERCOOLER PIPE UPGRADE KIT

Increase power and reduce turbo lag by replacing the restrictive stock-intercooler pipework. This upgrade reduces restriction, allowing the turbo and intercooler to perform at any level of tuning



Also available for your Golf 7R from **Revo...**

- **REVO** RV019 Lightweight Wheels
- **REVO** Big Brake Kit
- **REVO** Engine Mounts
- Bilstein B16 Coilovers
- NGK R7437-9 Sparkplugs
- Cat-back Exhaust

#### REVO ECU AND DSG (AUTOMATIC TRANSMISSION) SOFTWARE

Revo Software ties together each Revo Hardware upgrade to increase power and torque, ensuring consistent performance when you're driving hard. This also includes features only available from Revo designed to protect the engine and even enhance standard options such as launch control



#### MILLTEK 200 CELL SPORTS CAT & DOWNPIPE

Designed to replace the restrictive OEM component, an upgraded downpipe allows exhaust gases to flow much more freely from the engine to improve performance



## DIY DAY JOBS & WEEKEND WONDERS

# ANTI-ROLL BARS

We show you how to improve the handling of your trusty steed with uprated front and rear anti-roll bars from H&R

**One of the simplest chassis upgrades you** can make to your car is to replace the original front and rear anti-roll bars with performance upgrades. There's a ton of manufactures who produce anti-roll bars, so finding the aftermarket parts for your car won't be a problem, but we've opted for H&R because they make some of the best in the business for the Mk3 Focus RS, the test car we're using in this guide. And best of all, H&R kits are available from Euro Car Parts! The front and rear kit we have here feature adjustable mounting holes to increase or decrease the stiffness to suit your specific requirements, and both are designed to offer sharper feedback response, increased lateral

stability and cornering grip, and reduce body roll. Like H&R's world-famous lowering springs, the roll bars are manufactured to exacting standards; each bar is cold-formed, heat-treated, and shot-peened to maximise durability.

H&R anti-roll bars offer better handling performance when you start to push the RS to its limits, but without affecting the day-to-day usability of the car. They work well on a standard car, but compliment any RS running lowering springs or coil-overs perfectly.

We might be showcasing how to do this on a Focus RS but the majority of the principles apply to most cars, but remember forums are your friends if you need specific application advice.



## THE GEAR

**Fitting Time:** A few hours should do it  
**Cost:** From £200

Obviously, you're going to need to source a set of anti-roll bars for your make and model of car, as mentioned before, lots of companies make them, so finding a kit shouldn't be a problem but we'd always recommend using a reputable manufacturer, you don't want one of these failing and the whole point of changing them is to improve handling, not make it worse. You can get H&R anti-roll bar kits from your local Euro Car Parts, and that's exactly what we've done here!

### Specialist Tools:

Getting the right tools for the job is as essential for safety as getting the right hardware. You won't be needing anything out of the ordinary for this job, but get your jack, axle stands, a socket set, spanners, Torx bits, Allen keys, and a transmission jack ready.

[www.eurocarparts.com](http://www.eurocarparts.com)



## FRONT



1) Securely support the car in the air (a ramp is best for this job) and remove the wheels.



2) Now you can get to the rear support cross-brace. It's held in place with four 15mm nuts that attach to a bracket...



...and four 13mm bolts (two each side). The outer most bolts are hidden under some sound deadening; peel it back and you can access the bolts.





On the rear face of the front subframe an exhaust hanger bracket is fixed in place by two 13mm bolts – remove these and disconnect the hangers from the rubbers in the bracket.



Now you can remove the two large triangular brackets that the cross-brace was attached to. It's held in place by two 13mm bolts...



... and one 21mm bolt. When these are all removed the bracket can be taken away from the car.



Next up, remove the 15mm bolt that holds the rear torque mount onto the gearbox casing.



Then you can remove the anti-roll bar drop links. Use a 6mm Allen key to hold the drop link steady, while removing the 15mm retaining nut.



Before removing the drop link from the anti-roll bar – a gentle shove usually persuades them to part company.



Now you need to pop inside the car and remove the 10mm pinch bolt that holds the steering column onto the steering rack. Once removed, straighten the steering wheel to the dead-ahead position to aid with lining everything up again during refitting.



In preparation for lowering the subframe, use a transmission jack to support the weight of the subframe assembly.



Using an extension bar going through an access hole in the subframe, you can now undo the 15mm bolts that hold the subframe to the chassis.



Once you have enough access you can then remove the two 18mm/21mm nuts and bolts that hold the anti-roll bar in place. These bolts actually hold the rear wishbone bush, subframe, and anti-roll brackets together.



With these bolts removed you can continue to slowly lower the subframe until the original anti-roll bar can be removed from the car.



The new H&R roll bars come supplied with new bushes, but you do need to prize off the brackets from the OE roll bar to use on the new roll bar too.



Now offer the new H&R roll bar in place.



Use the transmission jack to lift the subframe back into position and refit everything previously removed. Refitting is the reverse of removal.



## REAR



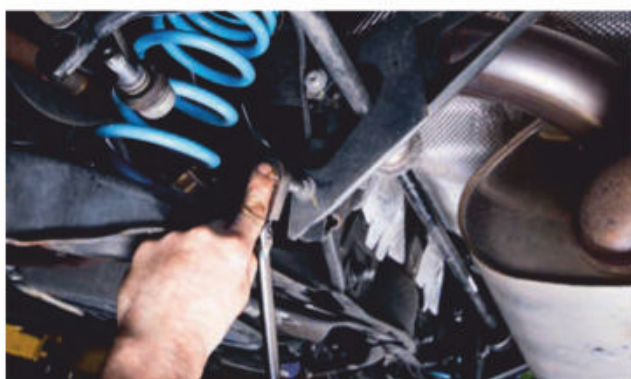
When you get to reconnecting the drop links, however, the H&R roll bar offers two settings; for the softest setting use the first hole, or for a stiffer setting use the second hole.



On to the rear now, and the first thing to remove is the small heat shield that protects the ARB bush on the passenger side.



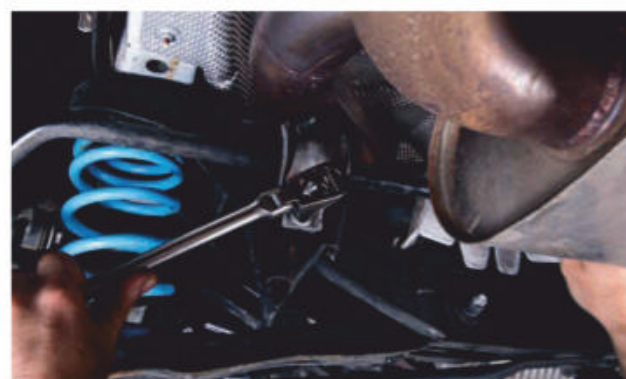
Now remove the rear anti-roll bar drop links; use a 6mm Allen key to hold the drop link while removing the 18mm retaining nut.



Next, remove the two T40 Torx bolts that hold the front of the triangular brace...



...followed by the 10mm bolts at the rear. Then remove the brace completely from the car.



Now you can get to the anti-roll bar brackets; these are held in place by two 13mm bolts on each side.



With the brackets removed the roll bar can then be removed from the car. Carefully feed the driver side end through the triangular bracket on that side and the bar will come away from the car.



As with the front, the rear H&R roll bar comes with the bushes in the kit. With these fitted to the bar you can then prize the bracket off the old bar and refit to the new H&R one.



Now you can slide the new H&R roll bar in place...



...and refit everything previously removed. Refitting is the reverse of removal.



Like the front, the rear H&R anti-roll bar is adjustable; fit the drop link to the first (outer) hole for the softer setting, or the second hole for the stiffer setting.



Job done, uprated H&R anti-roll bars fitted front and rear! Ideally the car should have a quick alignment check after dropping the front subframe, but after that you're good to go!



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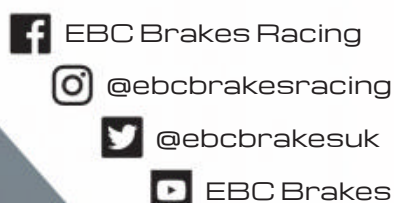
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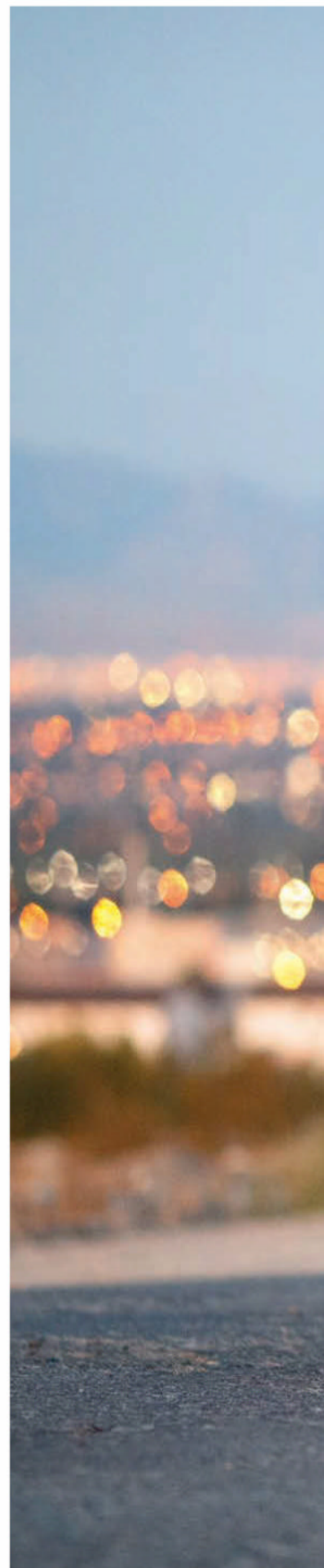
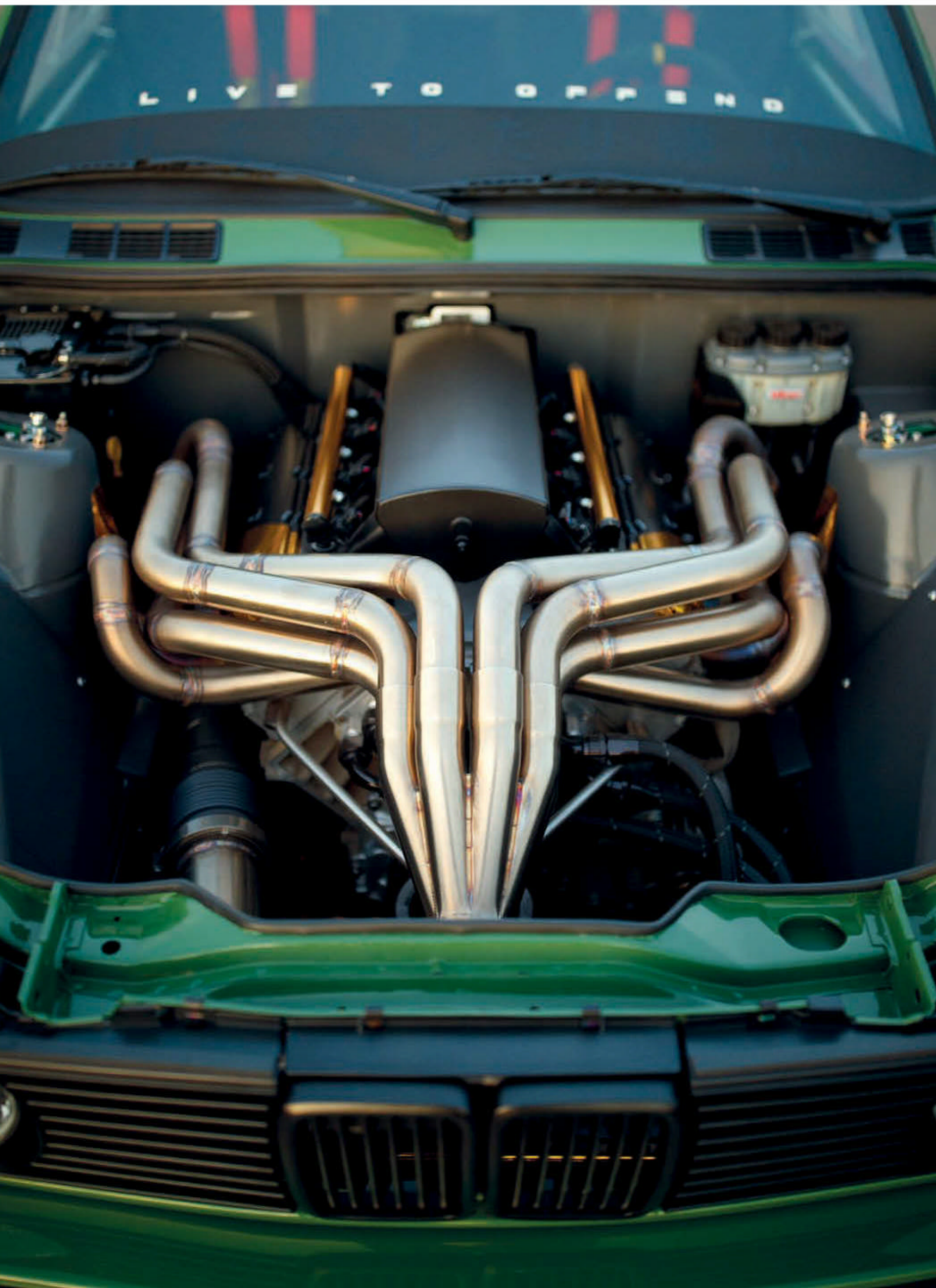




Photography: Ade Brannan Car: Nissan S15 Owner: Martin Oberheim



THE FC PORTFOLIO







Photography: Larry Chen Car: BMW E30 Owner: Ross Gredys



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Photography: Si Gray Car: Bentley Continental GT Owner: Dan Steele





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Words **Dan Bevis** Photography **Ade Brannan**

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# Pretty Hate MACHINE

Some hardcore JDM enthusiasts may baulk at the notion of swapping an American V8 into a Nissan S15. But Martin Oberheim can't hear them over the bellowing mayhem of his 6.2-litre hater-baiter...

**There's a very clear rule when it comes to swapping** non-Japanese motors into Japanese cars: don't. Just don't. It really irritates people.

Or at least, that's what some bores will tell you. But who cares what the purists think? There's clear evidence splashed across these pages to suggest that the idea of shoving a vast American V8 into a slippery and sylph-like S15 Nissan is actually a bloody good idea. Just look at it. We can feel our awesome-o-meter bursting at the seams and threatening to fire its trembling needle clear through the glass and into the dartboard over the other side of the bar.

Yes, of course we're chewing over the relative merits of LS-swapped drift weapons in the pub, still eddying in the turbulence of Ade's stellar shoot. Because the pub is the natural environment for zany ideas like this one: the notion of hoiking the trusty

SR20DET out of an S15-gen Silvia and doubling the cylinder count with a meaty hunk of Detroit iron is the sort of thing that crops up in conversation at the stage of the evening when your dodgy mate's insisting on swapping from pints to Jägers, and your even dodgier mate is trying to suggest that karaoke isn't a terrible idea. The difference here is that this isn't all pub bluster - Martin Oberheim has actually done this in real life. And the results are, quite frankly, superb.

## NEED FOR SPEED

---

It's an escalating enthusiasm for power that's led to this particularly unhinged move; it all started out with a Vauxhall Corsa many years ago, and the stepping stones between that point and this one have been pretty colourful. "My first car was a Corsa C with a





NISSAN S15





## HOT RIDE

Combat kit," says Martin. "It was running 18s, painted Arden blue, with a full Alpine sound system. I had a few other Vauxhalls after that, then moved onto Hondas. The first Honda I had was an EK9, and to this day it's one of the best cars I've ever owned. Just for driving fun it was hard to beat! I then had a few JDM EP3s, a DC5, and a Nissan 350Z, and then moved onto a Mitsubishi Evo VIII MR FQ-340, which is what led me to the S15."

You can almost feel the vibrations of Martin's inner megalomaniac slowly going mad with power, and it's this lust for thrust that opened the floodgates for what we see before us today. After owning the Evo VIII for around six months, he quite simply got bored of it. It was tuned up to 380bhp, so it wasn't exactly what most people would call slow, but this fella obviously isn't most people. "It just wasn't exciting to drive," he shrugs. "At the time, LS swaps were just starting to take off and I thought a V8 S-body would make

an interesting drive... I hadn't specifically intended to get an S15 – I'd actually put a deposit down on an S14 rolling shell, although that fell through when it turned out to be kinda stolen! After having the Evo advertised for sale on Pistonheads, I contacted a guy in Aberdeen selling an S15 and asked if he was interested in a deal – and luckily he was."

The Silvia was pretty rough-and-ready, and actually pretty hideous to behold, but this was never about buying a show queen and calling it a day; as a project base, it ticked a lot of boxes. The shell was solid, and it had all the right bits – a Nismo 1.5-way LSD, Bride seats, Tein coilovers, GReddy intercooler... it was just a shame about the URAS Monkey Magic bodykit! But eminently happy with his canny purchase, Martin drove about in it for a few months, did a drift day at Crail, then took it off the road for a quick engine swap over the winter.

Unfortunately, as is so often the case, the notion of 'quick' rapidly slipped from his grasp, and it was a full four years before the finished build finally emerged from the garage. Well, it's easy to get carried away, isn't it? It's like that episode of Father Ted when he's trying to tap the tiny dent out of the Rover and just can't stop himself. Except in this case, of course, it was a relentless cycle of improvement rather than destruction. The S15 today is a world away from the shabby starting point of the process; in fact, we'd go so far as to say it's one of the finest S15s in the UK today. The attention to detail is just fabulous.

"The whole build, bar a little exhaust fab, was done in my garage at home," Martin assures us. "The engine was fitted by myself along with a few friends; I modified exhaust manifolds to fit, modified the steering column to clear the starter motor, did the



### OWNER PROFILE:

**Name:** Martin Oberheim

**Age:** 34

**Occupation:** Aircraft fitter

**First car:** Vauxhall Corsa C

**Favourite car:** Chevrolet  
3100

**Favourite mod on your car:**

Gotta be the engine

**Favourite show or event:**

Cleanfest

**Track day or show and**

**shine:** Both!

**Lessons learned from this**

**project:** Don't expect a  
winter build to be a winter  
build!

**What's next?** For the S15,  
I'm not sure. It's kinda  
reached its end point.

Might sell it for something  
comfier...



Yes Martin, you really did fit a 6.2-litre LS3 into your S15



“it was a full four years before the finished build finally emerged from the garage”



#### WHAT IS AN LS2?

The small-block Chevy V8 is something that's been causing mayhem in muscle cars since the mid-1950s... but in 1995, Chevrolet debuted an entirely new kind of small-block V8, a clean-sheet design which spawned a whole family of motors under the 'LS' name. The 5.7-litre (346ci) LS1 debuted in the Corvette in 1997, growing into the 7.4-litre (454ci) LS6 in 2001. The 'Generation IV' LS engines have been in production from 2005-present, with a few tech tweaks and the capacity for variable valve timing, and in this year the LS2 arrived: a 6.0-litre (366ci) V8, which led to a 6.2-litre (378ci) variant in 2007 for the Cadillac Escalade, GMC Yukon and various other massive machines. It's subtly different to the 6.2-litre LS3 you'll find in post-2008 Corvettes, which has different heads and cams and so on. Clear as mud? Super.





## HOT RIDE

➤ wiring, fitted the cage, everything really.” It helps a little that V8-swapped S-bodies aren’t a totally alien quantity, and companies like Sikky exist to provide mounts and so on, but there’s no way you could claim that this has been an easy build – everything you see here is the product of hard graft in the garage, and the pristine finish and engineering excellence of the end result are testament to Martin’s tenacity, skill and, of course, patience.

“The paint was done by myself at home too,” he continues. “I’m not a painter by trade, I’ve just picked it up over the years and I used to paint the odd thing for mates. And don’t get me wrong, there were times I shut the garage door and deliberately forgot about the car for months on end, because it was so much work and stress trying to figure out how to get everything to fit well! An S-chassis LS-swap on a left-hand-drive car is a doddle. Right-hand-drive, not so much, due to clearance issues just about everywhere!”

### DISPLACEMENT REPLACEMENT

It wasn’t just a case of forcing in a bone-stock LS2 either, the 6.2-litre motor’s been sneakily upgraded with a Power Plus intake manifold, Pacesetter long-tube headers, AEM air filter and a whole bunch of other tricks, with perhaps the greatest flourish being the full Apex 3-inch exhaust system which sounds utterly brutal, like the devil gargling with gravel while fireworks go off in the background. Hanging off the back of the V8 is a T56 6-speed manual gearbox,



Mitsubishi Evo MR Recaro front seats





mated to a Sikky prop to allow the American front end to communicate with the Japanese rear – because that Nismo LSD was one of the most important parts of the car as-bought, and it simply had to be retained for reasons of heightened awesomeness.

“Since completing the swap, the car’s had a few changes over the years,” says Martin. “Just little things like changing wheels, adding the aero front bumper, and having the interior trimmed by Del at Optimus in Glasgow. The original plan from the off was to build it as a drift car, it had the full rollcage, hydraulic handbrake, and the fuel and brake lines are hidden inside the car to protect them. But it turned out a lot nicer than I anticipated! So I’ve ended up just using it as a summer car and taking it to shows and meets; it’s been on the quarter-mile a few times and done a drift day at Driftland, but if I’m honest I’m just too scared about damaging something, as S15 parts are getting stupidly expensive and hard to

“that Nismo LSD was one of the most important parts of the car, and it simply had to be retained for reasons of heightened awesomeness”

Nismo bonnet ads aggression to the front end





## HOT RIDE



## TECH SPEC: NISSAN S15

### STYLING:

Porsche Grey Black paint, Nissan Aero front bumper, skirts, rear spats and rear spoiler (with centre leg delete); Nismo bonnet, Ganador carbon fibre mirrors, Dmax 50/50 taillights, Nismo side repeaters

### TUNING:

6.2-litre Chevrolet LS2 V8, Sikky engine mounts, AEM 4in air filter, Power Plus intake manifold, Pacesetter long-tube headers, 3in Y-pipe, Apex 3in exhaust system, Mishimoto alloy radiator and fans, 71-degree thermostat, GReddy radiator cap, SFS coolant hoses, Sikky baffled sump, Sikky oil filter relocation, Mocal oil thermostat, APS 19-row oil cooler, ARP conrod bolts, Summit Racing starter motor, Walbro 255lph fuel pump, AEM fuel regulator, AN6 braided lines and Aeroquip fittings, T56 6-speed manual gearbox, AN3 braided clutch lines, Sikky aluminium propshaft, VR6 master cylinder, ACT twin-plate clutch and lightened flywheel, MGW shifter, Nismo GT Pro 1.5-way LSD

### CHASSIS:

9.5x18in ET30 Volk Racing TE37 SAGA wheels, 225/35 Michelin Pilot Super Sport tyres, Tein Monoflex coilovers, GK Tech front anti-roll bar, Driftworks tension rods, Japspeed tie rods and ends, rear camber and toe arms, DC Sports strut brace, Driftworks solid subframe bushes, APS 19-row power steering cooler, K-Sport 8-pot front calipers with 356mm discs, Ferodo DS2500 pads, Z32 rear brake setup, DB Power brake lines, ABS removed

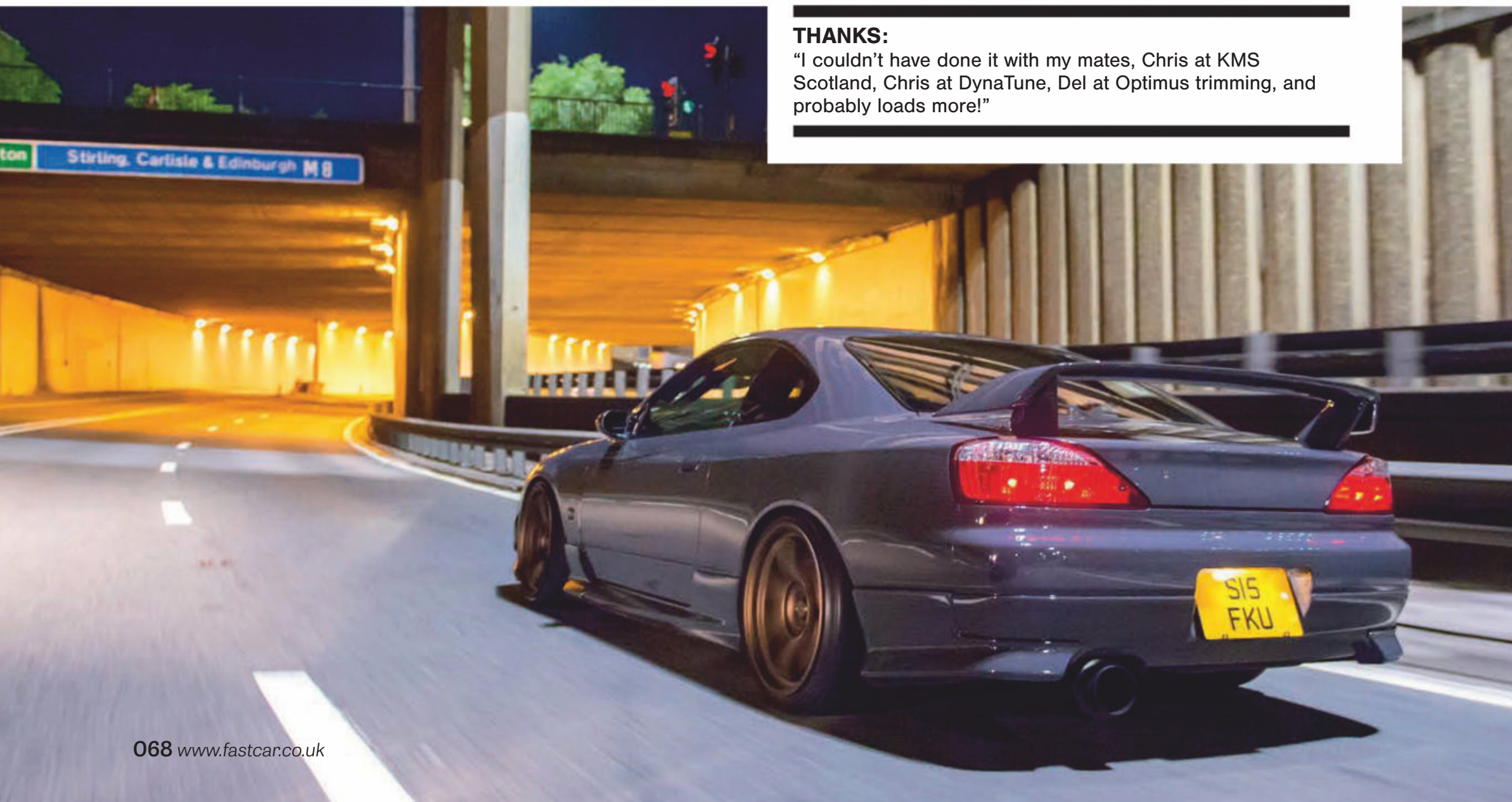
### INTERIOR:

Seats, door cards, dash and mats all trimmed in black Alcantara and Recaro gradation by Optimus Automotive Trimming; Mitsubishi Evo MR Recaro seats, Juran seat rails, Willans harnesses, custom door cards, Fabricage 6-point rollcage, 350mm Sparco R325 steering wheel, AMS gearknob, Defi BF oil temp, oil pressure and water temp gauges

### THANKS:

"I couldn't have done it with my mates, Chris at KMS Scotland, Chris at DynaTune, Del at Optimus trimming, and probably loads more!"

➔ find!" This makes sense really, given the years of hard and extremely personal effort that have gone into the build. And the gleaming endgame has been met with universal approval on the scene, with everybody who sees it immediately falling in love with the look, the sound, the flawless finish, the cunning engineering solutions. Well, almost everybody. Naturally there are always going to be a few naysayers and keyboard warriors throwing their two-penn'orth in. "The only real negativity is usually from kids on the internet, who just hate on V8 swaps for no reason," Martin shrugs. "But I don't give a f\*\*k if they like it or not anyway." Fair enough really, he's built this car because he wanted to rather than to impress a bunch of strangers. Forget the haters, the cynics, and the meaningless pub boasts. Martin wanted a V8-powered S15, so he built one – and, by taking his time and getting the job done right, he's built one of the finest S15s in the UK. We'll raise a glass to that. ■





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# OIL TECH



What do all those numbers mean? Don't be a dipstick. Allow us to explain...

**Just like the blood that circulates our bodies,** oil is the vital fluid of our engine and plays the fundamental role in its longevity. But because it's hidden it can often be overlooked or forgotten. Well, until that little red light appears on your dash or, at worst, you seize your engine!

The moving components inside your engine depend on a constant supply of oil in order for them to function, with a thin film of oil between the moving parts providing the necessary lubrication for your car to go on for thousands of miles.

It's clever stuff. But it's worth taking some time to appreciate the different types of oil, what the numbers mean, plus the extra thought you need to action if you're planning to take your car on track. Read on to find out just how important oil systems are...



## FC OIL TECH

### Types of oil

To add more confusion to all the numbers, there are different types of oil available for your car, all of which possess different characteristics. You have probably heard people talk about synthetic, semi-synthetic and mineral oils.

Mineral oils were used back in the day, when that was all that was available. As the name suggests, they're made from naturally occurring oils. Mineral oils have less resistance to thermal degradation and oxidation than synthetics, so will not last as long, which is why oil life tends to increase as synthetic content increases. They're great for older cars in which the seals can be harmed by the use of more modern synthetic oils, though.

Semi-synthetic oils are just that – they're made up of part synthetic and part mineral oil, so they offer a sort of hybrid option. There is no defined limit on synthetic content in semi-synthetic oils, so long as there is a synthetic element in the formulation it can be classified as semi-synthetic. Using synthetic oils allows lubricant manufacturers, such as Duckhams, to blend low viscosity engine oils which improve engine efficiency whilst still protecting at lower temperatures.



### How often should I change the oil?

This depends both on the car itself and the type of use it receives. If the car's relatively standard and you don't drive too hard, there's no real reason to deviate from the manufacturer's recommended oil change intervals, which typically are around every 10-12,000 miles. However, if the car's higher performance, the oil changes can be scheduled far more regularly. Even on stock Mitsubishi Evos the recommended oil change intervals are around every 4,000 miles, due to the nature of the engine.

If your car is highly tuned or receives a lot of abuse on track or at the dragstrip, we'd recommend oil changes more regularly – every 1-2,000 miles. This may sound a pain in the arse, but it makes a lot of sense. The oil's ability to protect your engine over time diminishes, so if you've got a £15k engine it would be silly not to look after it as well as you can.



## What do all the numbers mean?

You may notice oil containers have coding such as 10W40. It's known as the SAE (Society of Automotive Engineers) viscosity grade. The W in multi-grade oils refers to the "Winter" grade, which indicates the viscosity (thickness) of the oil at low temperatures. The lower the number, the thinner the oil. Since the majority of damage to engines occurs on start-up it's important to have an oil that performs well from cold. However, using an oil which is too thin will cause damage, so we would always recommend following the vehicle handbook when selecting oil.

The second number represents the oil's 'hot' viscosity, or how thick the oil is when it's at 100°C. The higher the viscosity grade, the thicker the oil will be when running, but so long as the 'hot' viscosity grade is the same, the viscosity at 100°C will be within the same band.

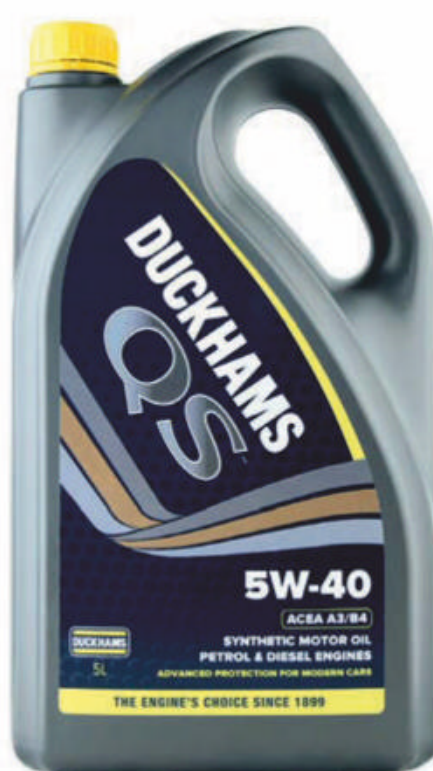
## Centi-who?

An oil's viscosity is measured in centistokes. The name centistokes comes from the Victorian engineer, Sir George Stokes, who invented the measurement by timing how long it took a ball bearing to sink through the oil. Obviously, measurement methods have moved on since, but the unit of measurement still stands.



## Duckhams oil

British firm Duckhams was launched way back in 1899, meaning they have been around for almost as long as the combustion engine itself! So it's safe to say they know a thing or two about making lubricants. Duckhams produce ranges of oil for both modern and classic vehicles and the classic branding maintains a legacy look and feel that is recognisable. [WWW.DUCKHAMS.COM](http://WWW.DUCKHAMS.COM)



## What grade should I use?

The choice of engine oil is a careful balance between the temperatures an engine will experience, the protection required and the internal tolerances of the engine. Older vehicles will tend to have coarser internal clearances and so need higher viscosity oils to maintain the pressure and lubricate the surfaces, however, newer manufacturing methods mean that the clearances are tighter, and so a lower viscosity oil is required to lubricate the surfaces and maintain the required oil pressure.

Using too thick an oil will increase the internal friction within the engine, which will decrease the power and efficiency of the vehicle. It may also lead to higher running temperatures, potentially shortening the life of the oil. Using too thin an oil will mean that the lubricant will not sufficiently separate the surfaces, leading to wear and damage within the engine. For these reasons Duckhams would always recommend following the vehicle manufacturers recommendations.





### The next stage

Choosing the right type of oil for your car is all very well, but that's not to say it's as far as you need to go in terms of keeping your performance car healthy, especially if it gets used hard.

Track, race and drag cars have to withstand additional stresses and that has an effect on the oil. If you imagine a car cornering hard, the oil in the sump will act the same as if you're trying to run while carrying a bucket of water. It doesn't stay put, and instead will move around under cornering, acceleration and braking forces. This can have disastrous results. If the oil moves to the side of the sump, the pick-up pipe can't supply oil to the rest of the engine. It's known as oil starvation and it spells disaster. But there are ways around it.

### What is an oil cooler

This is a common upgrade that's fitted to a range of regular performance cars and is highly advisable if you drive the car hard or it's tuned. In a similar way to how the car's radiator keeps the water cool, an oil cooler does what it says on the tin – it keeps the car's oil cool. By feeding the oil through a core, mounted in an area where airflow is high, the oil's temperature can be reduced. Oil is only effective up to a certain limit, and if the car's used on track then the oil temperatures can soon go above the level at which it remains effective. An oil cooler keeps the temperature of the oil to a reasonable limit so it can still perform as intended.



### What is a dry sump?

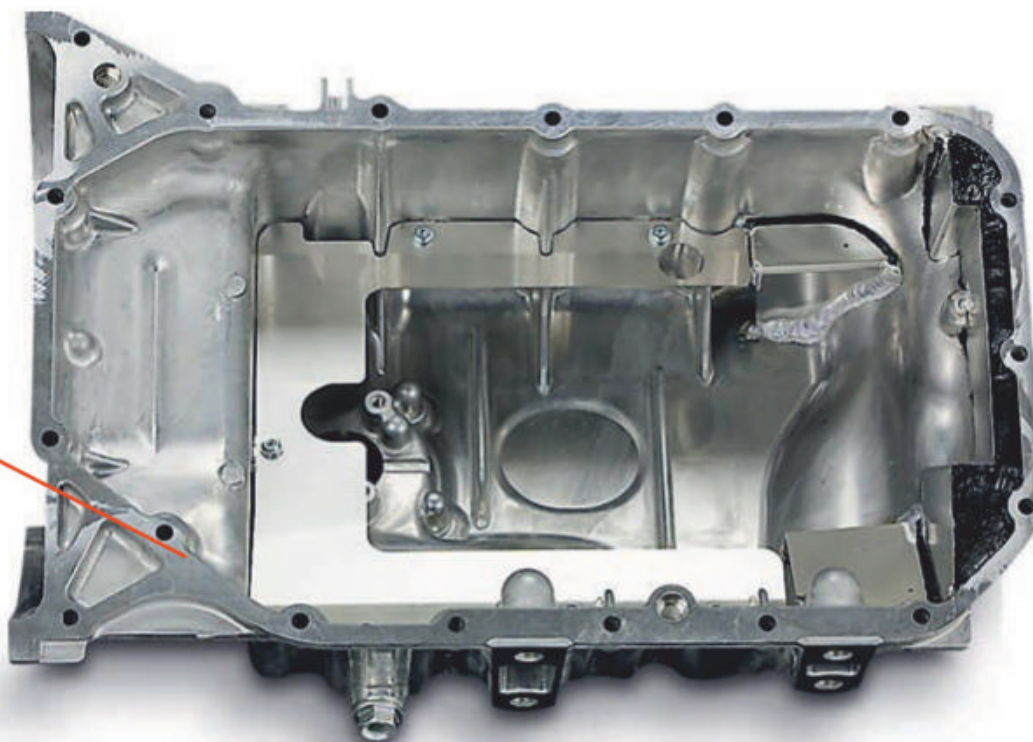
Dry sumps offer the ultimate in oil supply and management, but are normally restricted to high-end race and track cars. Instead of having the oil in the sump as you would expect, it's housed in a remote tank that feeds a constant supply, no matter what the car happens to be doing at the time. A crank-driven pump provides the pressure, so it's normally directly attributable to engine speed. Larger volumes of oil can be used and an additional advantage is the engine can be mounted lower in the car, as there isn't a big sump bolted to the bottom – this helps the car's centre of gravity and improves handling.

### What is an uprated oil pump?

Your car's standard oil pump will be designed to supply oil for a standard engine. But start factoring in tuning and it's no surprise that standard oil pumps can start to struggle. Large-rotor oil pumps are available for a wide selection of cars, and as you might guess from the name, they flow more oil than standard. Fitting one is a strong recommendation if you're running high rpms or big power.

### What is a baffled sump?

A baffled sump is designed to keep oil where it's supposed to be – in the middle of the sump. Additional metalwork in the sump acts as a barrier to stop the oil from trying to 'climb' the sides of the sump, providing a constant supply for the scavenge or pick-up pipe to supply the rest of the engine.





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Words: **Joe Partridge** Photography: **Slim Jules**

**When Shawn Preece builds a Supra, he does it right. Show and go in one perfectly engineered package – and all achieved in the garage at home. Oh yes, and there's 1,031bhp going to the rear wheels...**

**You hear a lot of spurious power claims in this** game. People who tell you their Focus ST's running 350bhp when you know it's bone-stock aside from a shouty exhaust. Guys who reckon bolting a K&N to their Impreza has added an extra 75bhp. Those 'power resistors' people used to flog on eBay that claimed they'd give you an extra 20bhp, but all they did was trick the ECU into over-fuelling. You know what it's like. Pub boasts get out of hand. But when Shawn Preece tells us that his Mk4 Supra will soon be running 1,200bhp, well, we're inclined to believe him. You see, he's not the kind of guy who'd waste his time with that sort of nonsense, he's not out to impress anyone. The cold, hard fact is that his home-built Supra is already running four-figure numbers, and he's not showing any signs of slowing down with the project.

Shawn's very much a Supra guy, and as with so many feature car owners we talk to, the roots of this passion burrow deep. "I have modifying in my blood," he explains. "Your car needs to be unique and say a lot about you, I don't like the idea of driving around a corner and seeing a car exactly the same as what I'm in – so I've always put my own personal touch on any car I've owned. And in a lot of cases I've gone a lot further... and with this Supra in particular, I'd say it's more of a creation than a modified vehicle, as it's been rebuilt from the shell up with a very small amount of stock parts. I have created what it is today."

### **SUPRA-MAN**

Shawn's list of previous projects is long and distinguished, while the current Preece driveway line-up features an FN Civic, a '93 Supra Aerotop, a couple of BMWs, and of course the mighty '94 Supra we're checking out today. "Supras have always been a massive part of who I am," he assures us. "This one is the sixth example I've owned, although I have since bought another so that makes seven in total! Since I was 18 years old and purchased my first ever Supra, it has been very rare (and a cumulative tally of months rather than years) that I have been out of Supra ownership. I've learned so much along the way through modifying each one differently and to different stages."

It's fair to say he's never gone quite this far before,





TOYOTA SUPRA

# Home Improvement







however. To be honest, very few people have, as the stratospheric levels of work, engineering and fastidious attention to detail have created a true one-off here. So how did it all come about?

"Well, I knew I wanted another one of these cars," he says. "People wouldn't recognise me without a Supra, and in the car world they are my comfort zone and what I know best – so naturally the base I wanted to do my big 1,000bhp project on had to be a Supra and this car was available at the time I was looking. And full credit to the previous owner, it was an immaculate example so it made a great starting point." The car was found for sale online via the Supra Owners Club, its largely stock 3.0-litre motor having been converted to single-turbo; in all other respects it was a standard UK-spec manual car, a holy grail find in certain quarters but Shawn wasn't out to win concours trophies for originality. He was shooting for four-figure power from the off, and you know what we always say about starting your project with the best possible base.

Naturally 'immaculate' is subjective, and it was never the intention to simply make do with any element of this project, so job one was to hoik out the running

gear and send the shell off to a company by the name of Scuffed N Curbed up in the north-east – a ten-hour round-trip for Shawn, but it's worth travelling to work with the best. Scuffed N Curbed tidied up and perfected the shell before respraying it, and while all this was going on, the job of carrying out the stroker work to increase the 2JZ's displacement to 3.4-litres was farmed out to TB Developments. Aside from these tasks, everything throughout the build has been carried out by Shawn and his dad in the garage at home. "That's what makes it so much of a greater achievement, and much more rewarding when we're getting recognition for it," he enthuses. "My dad's a farmer by trade, and I'm a mechanical design engineer for an automotive company; while we both have a good all-round knowledge of cars, we work so well together because we excel in different areas and bounce off each other's ideas, which makes us the perfect team! We obviously had advice along the way, and ask questions of people who do this all the time, but when it comes to cars there's not much we can't do together, plus it adds great meaning to the finished product."

The spec that's been put together by the Preece lads



## KINKY BOOTS

WELD wheels, like you see at the back end of Shawn's Supra, are seriously hardcore. Founded in Kansas City way back in 1967, WELD Racing has had motorsport in its DNA right from the start. Company founder Greg Weld was a Sprint Car racer, who was unsatisfied with the options for strong and lightweight aftermarket wheels and decided to make his own. Fast-forward to 2019, and we find the wheels on this Supra boasting a formidable spec including billet centres and cold-forged rims – it's even possible to specify this design with beadlocks, which bolt the tyre right to the rim!



The numberplate is fitting!





## HOT RIDE



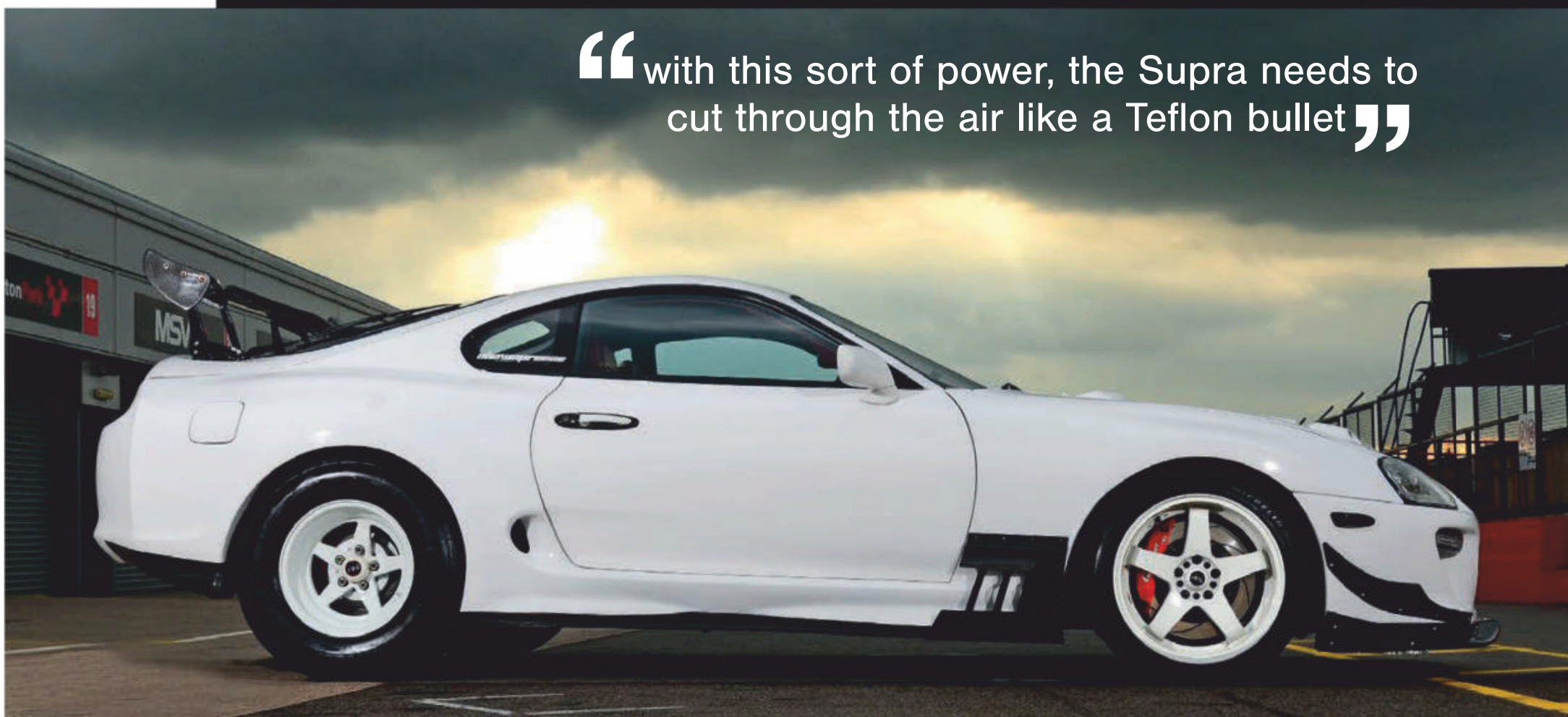
There's not many 1000+bhp Supras still rocking full interiors

is really quite astonishing. That 3.4-litre motor wears a single Garrett GTX4202R, working with a BoostLogic manifold, 4-inch custom downpipe and full decat 4-inch exhaust system, HKS GTII 60mm wastegate and BOV and, naturally, a howling screamer pipe. One of the truly impressive elements of the build is the fuelling, as you'd no doubt expect of a car built to deliver these enormous power figures: the 2JZ now runs no less than three Walbro 450lph fuel pumps, all E85 compatible for the next step, mounted on a Powerhouse Racing triple pump hanger and backed up by a Whifbitz fuel rail and FIC 1,650cc injectors. Things are equally serious inside the hallowed block, where we find Manley pistons and rods with King bearings, while the top end features GSC valves inside a ported and polished head, over GSC Stage 2 cams. The whole thing's overseen by a Syvecs S6 ECU, the crème de la crème of management, and it's this along with the outstandingly high-end spec

which means Shawn's got his sights set on even more massive figures. The already incredible 1,031bhp under his right foot is mapped on pump fuel – once the car's been mapped on E85, that's where the eye-watering 1,200bhp+ will be found.

We've seen 2JZs tuned to ludicrous figures before, so we know that the transmission is strong enough to take the abuse, and this car's running the factory V160 6-speed 'box with casual aplomb, complemented by an RPS carbon triple-plate clutch, SRD propshaft, and SRD billet big diff casing. It's particularly cool that the wheels are reverse-staggered too, dragster-style; the front end runs 10x18-inch Rota GTR-D wheels, while the rear axle sports 10.33x15 WELD RT-S S71Ps – the science is in the sidewall, with the massively deformable rears creating a humungous contact patch when Shawn launches. The engine spec, coupled with the chassis setup, is pure and uncompromising drag-spec fury.

“with this sort of power, the Supra needs to cut through the air like a Teflon bullet”







Except that this isn't a stripped-out dragster at all. Quite the opposite, in fact. Anyone who's driven a Mk4 Supra will tell you that it's a visceral and emotive experience, but the interior is a bit... well, it's a bit 1990s Toyota – all hard plastics and uninspiring surfaces. But Shawn's turned all that on its head here with a sumptuous custom retrim, the Recaro Speed seats and all of the stock appointments having been re-covered in oxblood and black leather. This takes what was once a humdrum interior and elevates it into the level of the uber-premium; something you might not expect of a car with enough horsepower to warp the very fabric of the space-time continuum itself. And what's equally impressive is that a similar level of care has been lavished upon the exterior. The necessity of wider rubber has been carefully accommodated for with the addition of broader Ridox wings at either end, the rears artfully smoothed, while the copious carbon fibre embellishments combine an eye for detail with a very real focus on aerodynamic aids. After all, with this sort of power, the Supra needs to cut through the air like a Teflon bullet. The unexpected bonus here is that every inch of the car, inside and out as well as under the bonnet, is beautifully detailed and polished to a mirror shine. It's a Jack of all trades, but a master of all too.

#### TOP FUEL

"At the moment it's mainly a show car that just happens to have the performance to go with it," Shawn admits, "although I use it as much as I'm able and take it on plenty of driving events. I use it as a nice day car, which I can enter the show-and-shine competitions with."

It's certainly a pleasant luxury to have, knowing that your car can scoop trophies on the showground, act as a GT on long road trips, and decimate all comers on the strip, and the reactions of onlookers are a heart-warming part of the mix: "People's reactions are always entertaining," he continues. "There are very few who don't turn their head as you drive past, and I even see a lot of dangerous driving manoeuvres that people do just to get up alongside it to take photos and videos!"

“There’s no dodgy pub boasting here”







The Supra packs a 1,031bhp punch

Pedestrians are always shouting 'wow!' and taking photos with their phones, it's definitely not a car that you can sneak around in."

But that's what you'd hope of a 1,000bhp+ retro supercoupe, isn't it? The Mk4 Supra was never a car for shrinking violets, and throwing so much more power and drama into one isn't going to make it any more subtle. There are plenty more plans afoot too, as Shawn's keen to outline; while the aim was always to make a 1,000bhp car that's streetable on pump fuel, the E85 mapping is the next big milestone. "I see a lot of incredible cars that make 1,000bhp on E85," he says, "and full credit to them as it's a massive achievement and an incredible power figure. But to me, a true 1,000bhp car should be one that you can drive into a petrol station and fill up, then drive out with 1,000bhp available rather than ordering special fuel... so I'm just happy that I achieved that in making 1,031bhp on pump fuel. However, in setting the car up properly with the E85 map, I'll have the full package." And that's very much the crux of the issue. Shawn started out with numbers on his mind, and those numbers just keep on increasing. There's no dodgy pub boasting here. This all adds up ■

## TECH SPEC: TOYOTA SUPRA MK4

### Engine:

2JZ-GTE 3.0-litre straight-six, Garrett GTX4202R single turbo (1.28A/R), 4-inch custom downpipe, BoostLogic manifold, HKS GTII 60mm wastegate, HKS BOV, ETS 5-inch front-mount intercooler, 5-inch intake pipe with K&N filter, screamer pipe, BoostLogic 4-inch exhaust system – full decat, BC 3.4-litre crankshaft, Manley 'Tuff' con rods, Manley 86.5mm pistons, King race bearings, billet main caps, billet tensioner, BC billet oil pump drive, ARP main studs, ported and polished head, GSC Beehive valve spring kit, GSC valves, GSC Viton valve stem seals, shimless buckets, GSC Stage 2 274 cams, ARP head studs 625+, HKS timing belt, HKS adjustable cam pulleys, polished Mechman 170-amp alternator, TRD engine mounts, Syvecs S6 ECU, Toucan display, Whifbitz fuel rail, FIC 1,650cc injectors, 3x Walbro 450lph 485 fuel pumps (E85 compatible), Powerhouse Racing triple fuel pump hanger, braided Teflon fuel lines, Fuellab FPR, Syvecs FlexFuel sensor, Jun inlet manifold, Q45 90mm throttle body, aluminium radiator, side-mounted oil cooler, side-mounted power steering cooler, battery relocated to boot (2x batteries on isolator switches), engine bay smoothed, carbon spark plug cover, GReddy clear cam pulley cover, carbon engine bay boxes, carbon bonnet damper kit, carbon scuttle panel, polished Cusco strut brace, polished oil cap, polished radiator plinth with Supra logo, polished fusebox lid cover, polished relay box lid cover, polished fan surround, V160 6-speed manual gearbox, RPS carbon triple-plate clutch, SRD propshaft, SRD billet big diff casing, polyurethane diff mounts

### Chassis

10x18-inch ET35 Rota GTR-D wheels with 265/35 Michelin Pilot Sport 4 tyres (front), 10.33x15 ET21 WELD RT-S S71P wheels with 315/50 M&H RaceMaster tyres (rear), Aragosta coilovers, Driftworks rear camber arms, Driftworks rear traction rods, Driftworks rear toe rods, Whiteline front and rear anti-roll bars, K-Sport 8-pot front calipers with 365mm discs, J-spec rear brakes, Goodridge braided brake lines

### Interior:

Full interior retrim in oxblood and black leather, Recaro Speed seats – retrimmed, TRD steering wheel – retrimmed, carpet dyed black, carbon door sills, carbon upper glovebox, carbon centre console lid, carbon ashtray lid, GReddy fuel pressure and oil pressure gauges, Sparco gearknob, Metal Monkey dials, blue LED instrument conversion, polished dash rings, JVC KW-V51BT doubleDIN headunit, 2x Vibe QB69 6x9s, 2x Vibe BlackHex 69 6x9s, JBL amplifier, custom boot install, Clifford Concept 650 Mk2 alarm, SmarTrak tracker, front-facing and inside-cabin-facing dash cameras

### Exterior:

Ridox front bumper, carbon fibre front bumper canards, carbon front splitter, Ridox wide front wings (+30mm), fully blended Ridox wide rear wings (+50mm), Ridox sideskirts with carbon lower section, carbon GT rear spoiler, carbon air diverters, carbon exhaust surround, UK-spec bonnet with additional custom vents, LED front indicators, LED taillights, UK-spec glass Xenon headlights, hydro-dipped door handle backings, aerial removed and smoothed, Likwidart badges on rear

### Thanks:

"Thanks to my Mum, she has been very supportive throughout, and my friends have all lent a hand when I've needed. But the one massive thanks in this project is my dad – without his help this would never have happened, his knowledge and help as well as commitment to the project in wanting me to achieve this has been more than amazing, and I could never thank him enough. He's gone the extra mile in the effort he has put in for me to make this dream come true, so the sentiment of achieving this together far outweighs anything else and I will always be so grateful to him for it."





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## HOT RIDE

Words **Joe Partridge** Photography **Matt Clifford**



**Life, as the internet is always keen to point out, comes** at you fast. You start out tearing about in hot hatches and before you know it, you've unexpectedly grown up and you find yourself trundling around in an estate car, desperately trying to figure out where your youth went.

Jack Hutchins, however, is a guy with vision. He's not prepared to sit back and let life happen to him, he's out there in forthright fashion actively pursuing the next stages of his own personal development. It's helped enormously that his first car wasn't exactly your average first car – whereas most of us kick off with a crap twenty-year-old 1.0 runabout, Jack's debut ride was an R56 MINI Cooper. What's more, it was practically brand new – he bought it cheap with heavy accident damage, expertly repaired it all by himself, then set about fitting air ride and custom audio and CCW wheels. He's a fella with a clear idea of what he wants. That car was good enough to earn itself a magazine feature and now, at the tender age of 22, he's got his second feature car – a sensible-but-not-really R55 Clubman. "I chose an R55 this time as I wanted to stay with MINI because they're fun to drive, but I needed the extra practicality," he explains. "Yes, the Clubman isn't massive, but it's perfect for what I need it for – my R56 was impractical for travelling around due to the air tank and subwoofer filling the boot."

### SUPER-COOPER

Sound reasoning, and what's also impressive to note is that while the old hatch was in Cooper spec, the Clubman Jack's driving now is a full-fat John Cooper Works (JCW). Evidently the insurance cliff edge that drops away when you hit 21 is very much still a thing...

"Funnily enough, when I first started looking for Clubmans I was actually looking at diesels!" he laughs. "I liked the idea of having a practical and reliable daily car. It was only a week before I found this JCW that I was on the phone to a company up north about purchasing a Hampton Edition diesel, however, it had already been sold. I gave it another few days of searching and found this car online at UKI Sudbury; it was a little out of budget, but it was the best spec I'd seen for sale and it had the newer N18 engine. The JCW Clubmans are quite rare anyway, so I thought I needed

to grab it while I could."

And so with impeccable logic, Jack scooped it up, brought it home, and immediately started taking it to pieces. As one does. Within a week it was wearing the air-ride setup and CCW wheels from the old R56, and was ready for its first show! Infuriatingly, though, he had to attend said show with one cardboard window after someone broke into the Clubman and stole his camera gear, but such hurdles don't cause strong-willed types like Jack to stumble for long.

As the car fell into daily use, our man gradually began to pool together desirable upgrades as and when they became available at the right price. The JCW is fabulously well-optioned in factory form, so he already had a head start on the juicy specs and it was more a case of enhancing than





# PRACTICAL JOKER

As you reach that point in your life when you've bought a practical estate car, it's time to be sensible... isn't it? No, Jack Hutchins doesn't think so – his grown-up wagon's packing air-ride, Rotiforms, and 290bhp...





## HOT RIDE

➔ starting from scratch. Various carbon fibre trims, a JCW scuttle and strut brace, and a colour-coded Cooper fuel filler found their way into the mix, before Jack set about smoothing little details here and there to give the Clubman a classy and subtle OEM+ vibe. Being a true-blue wheel hound, it wasn't long before he started considering his rolling stock, concluding that he fancied a set of BBS splits but was happy to wait until the right ones came along – in the meantime, he's packing staggered Rotiform RSEs with some truly interesting tyre size choices. (A fair amount of stretch, which allows them to tuck in perfectly when he airs out... and just check out the rubber band nature of the 185/35 fronts!)

### AUSTRIA POWERS

By the time early 2019 came around, Jack started thinking about readying the car for the trek to Wörthersee – which, of course, isn't just about Volkswagens any more. The annual stance-scene pilgrimage to Austria embraces modifications with global influence, and Jack's new USDM-spec arches fit the bill perfectly. But the makeover plans weren't just about bolting on some new plastics. No, he was going all-in for this trip. "Parking the car up in the garage, I removed the rear wipers, both bumpers, intercooler, intake pipes, downpipe and rear light surrounds," he explains. "The car was now ready for paint! I then refitted the intercooler, de-cat downpipe, spark plugs, intake filter, diverter valve, boost pipes and Powerflex engine mount so the car was able to drive, and dropped it off at Sprint Autos in Yardley Wood. When I collected it a week later, the screw holes in the front bumper had been fixed, the rear bumper freshened up, reflectors smoothed, rear wiper holes smoothed, door dinks removed and various other little bits fixed up. I decided not to do the usual 'de-chrome everything' job that a lot of people do, I wanted the keep it looking fairly stock with just

A name you  
can rely on



### CUSTOM TRICKS

What's most impressive about this car is that Jack's not afraid to roll his sleeves up and get stuck in, and he's happy to swap things about when he changes his mind. Given the extent of the modifications, it's endearing that his favourite mod on the car is his home-made holder for the air-ride controller, which he made from a phone cradle that bolts to the back of the rev counter. It's easy to use and hides the wiring out of sight so it's neat, and this little trick pretty much sums up the build as a whole: he wanted the car to be practical and usable first and foremost, while also being unique and unusual. And if the right parts don't exist, he makes them exist.



The JCW was well specced  
from the factory



my own stamp on it."

Once he had the car back, Jack renewed the CV boots, water pump pulley and tensioner, and gave it a full service, readying it for a remap and a bit more power. He then busied himself wiring in the USDM arches to the existing sidelights, and fitting height sensors for the air ride so that the Air Lift 3H management's self-levelling function could be enabled and the car would maintain its set height, regardless of what he threw in the boot or how many passengers he was carrying. The final flourish was to complete the boot build. Again, practicality was the watchword, so he trimmed the spare wheel well in black carpet to match the interior, tucked the wiring and compressor out of sight, and simply made a low-key feature of the satin black AccuAir ENDO air tank and Air Lift Performance management block so that it still oozed show-car appeal.

"I added in some little extras," Jack continues, "like the water trap drain hose under the car, the pressure release valve, and the handy addition of a quick release for air tools such as the tyre pump. All the tools and emergency kits are stowed away in the lower section of the boot in a genuine MINI rubber boot lining, making it easy to remove everything to get to the tank and quick-release valve. Then, to finish everything off, I took the Clubby to Millsys Autos in Nuneaton for a weekend to get it Stage 2 remapped." The JCW-spec N18 is a formidable thing, and Jack's up-specced it with an Airtec intercooler and Scorpion de-cat; the JCW intake is already superb so instead of junking and replacing,



## OWNER PROFILE:

**Name:** Jack Hutchins

**Age:** 22

**Occupation:** Parts  
Engineer at JLR UK

**Instagram:** @j6ckh\_

**First car:** Bagged  
R56 Cooper

**Favourite modifica-  
tion:** Custom air-ride  
controller holder

**Track day or show-  
and-shine?** Show-  
and-shine

**What's next?** A set of  
BBS split-rims



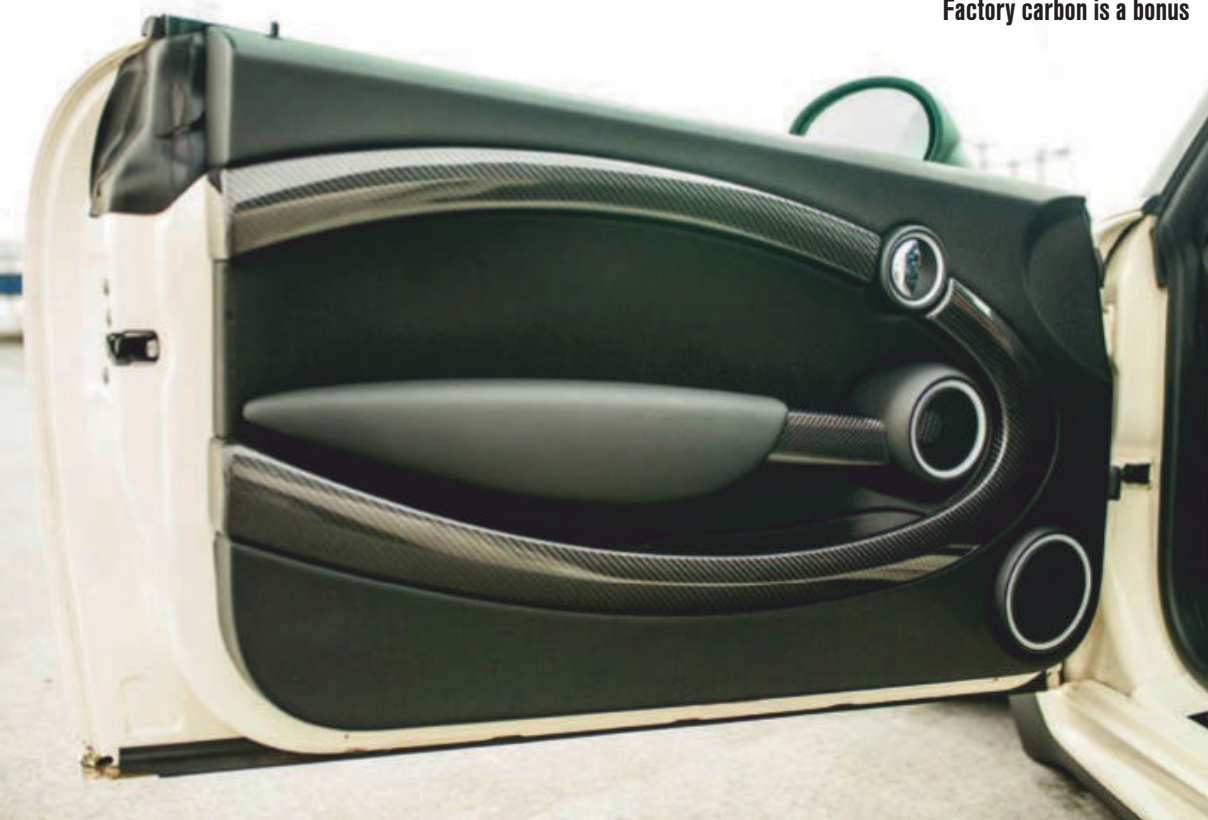
“The car hasn’t been on the dyno yet, but given the specs it’s safe to assume a figure somewhere in the region of 290bhp”





## HOT RIDE

Factory carbon is a bonus



## TECH SPEC: MINI R55 CLUBMAN

### Styling:

USDAM front arches, rear reflectors and wipers smoothed, de-badged, Cooper fuel cap, JCW scuttle vents, blackline headlights and side repeaters, LED DRLs.

### Tuning:

N18 1.6-litre turbo, Stage 2 Manic remap, Airtec intercooler, Scorpion de-cat, GFB diverter valve, Forge boost pipes, ITG air filter, Evo X spark plugs, Powerflex engine mount insert, 6-speed manual.

**Power:** 290bhp

### Chassis:

8x17in ET30 (front) and 9x17in ET30 (rear) Rotiform RSE cast wheels, 185/35 (f) and 195/40 (r) tyres, Air Lift Performance front and rear shocks, Air Lift 3H management and height sensors, and JCW strut brace.

### Interior:

Factory options inc. heated front screen, panoramic sunroof, Harmon Kardon speakers, heated Recaro seats, 2x seats in rear (rather than the usual 3), leather dash top and Alcantara dash trims, carbon fibre gear knob and handbrake handle, carbon fibre speedo surround, carbon door handles and door trims, spare wheel-well trimmed in black carpet with air compressor, air tank and management.

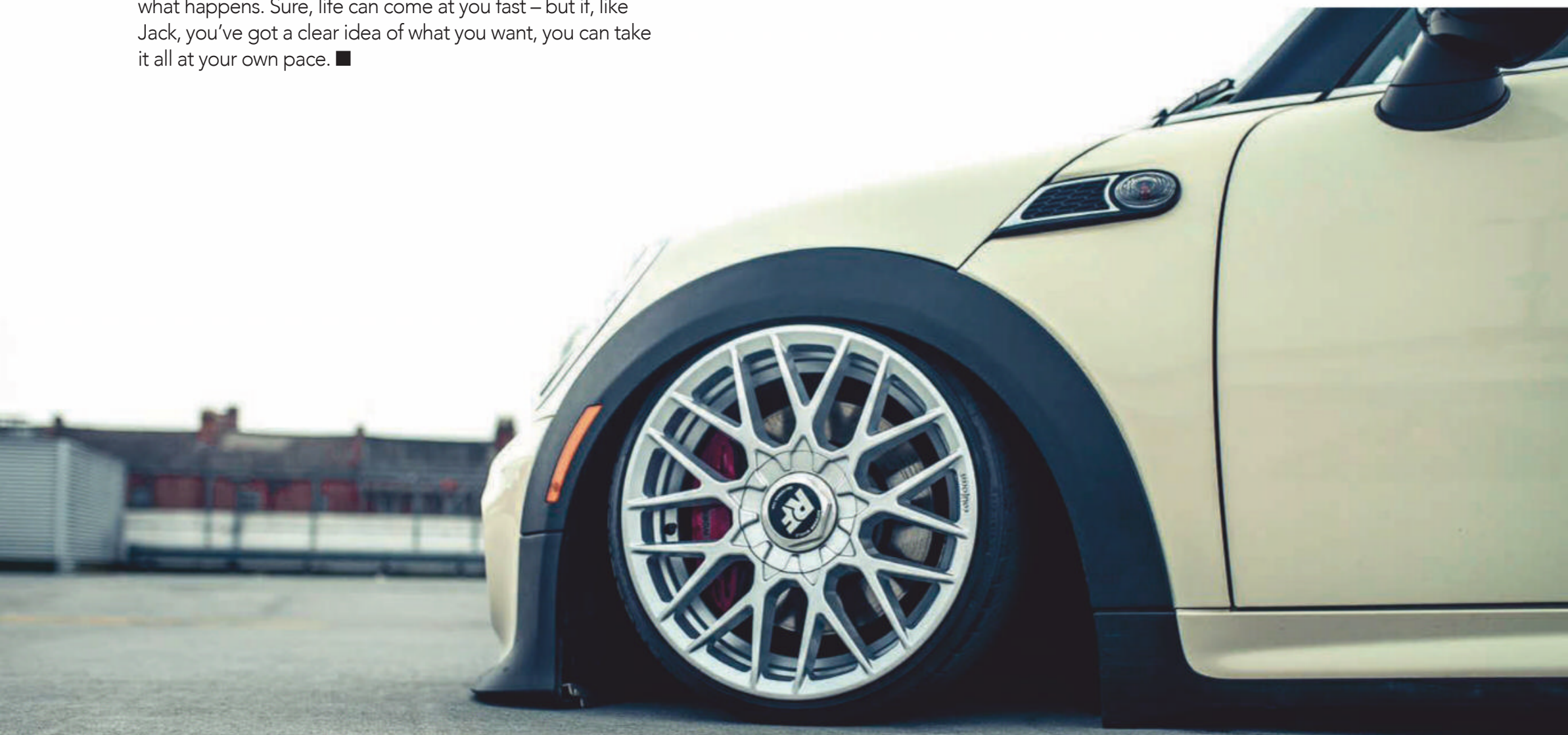
### Thanks:

"I'd like to thank my Dad for letting me use his tools, Tony from Sprint Autos in Yardley Wood for spending the time sorting out the paint and bodywork, and the MiniFOO guys for all the help with the questions I've been asking! I'd also like to thank the two companies, Shift.Co and Millsys Autos for sorting out parts and tuning."

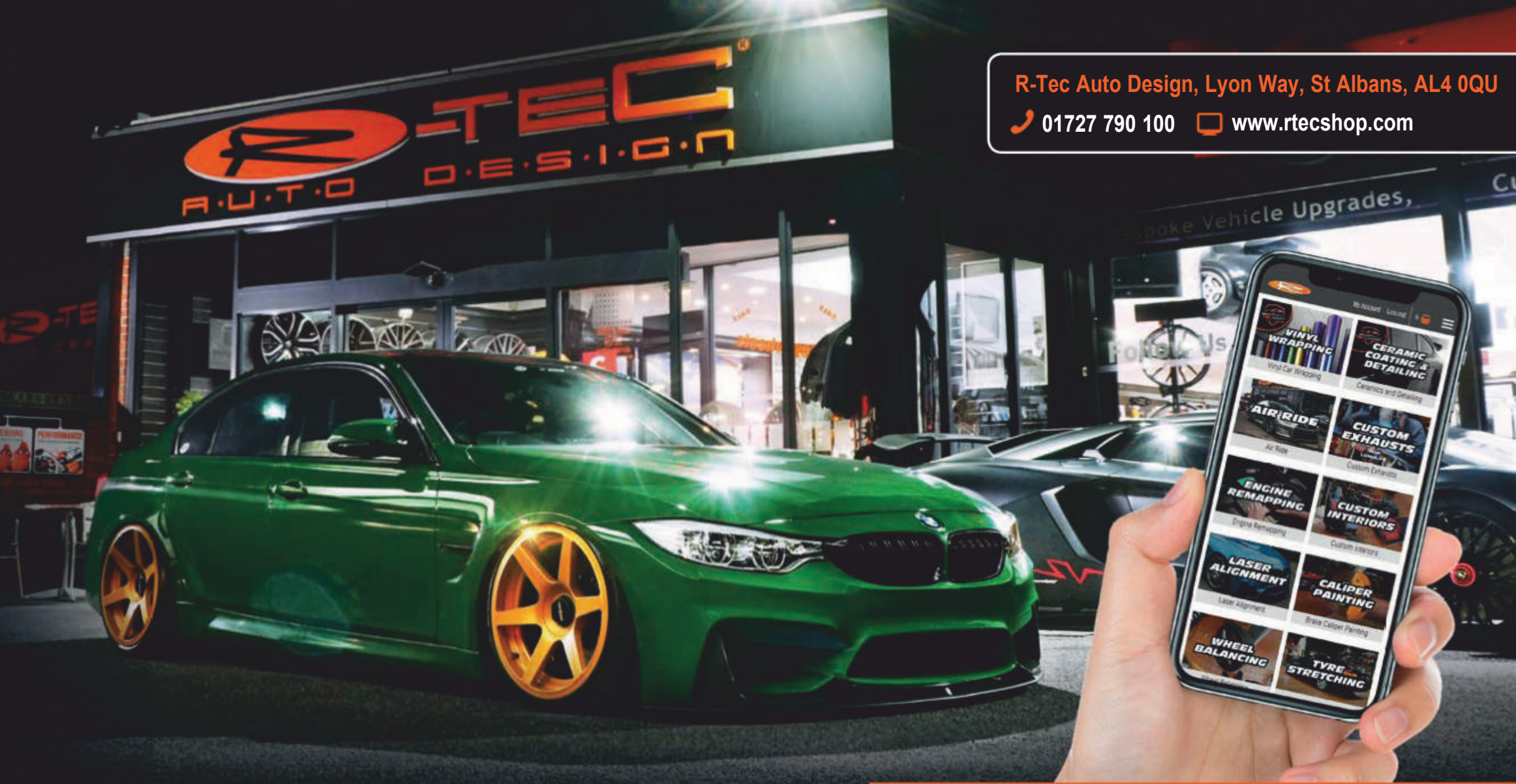


he's upgraded that with an ITG filter. The car hasn't been on the dyno yet, but given the specs it's safe to assume a figure somewhere in the region of 290bhp.

"I've driven the car near enough every day since I bought it and, touch wood, haven't had any major issues," he says. "It's carried everything from my luggage around Europe to a VW Beetle engine around the UK! I've had a few people say they don't like the look of Clubmans, but I haven't had anyone say that they don't like the look of this one..." All of which makes Jack's point rather well. The versatility of the MINI range meant that he could upscale his beloved older project to something similar but bigger, and along the way he's gained a whole load more power and oodles of eye-catching custom ideas – but above all this was built to be used. Don't let the show-car finish fool you, that's exactly what happens. Sure, life can come at you fast – but if, like Jack, you've got a clear idea of what you want, you can take it all at your own pace. ■







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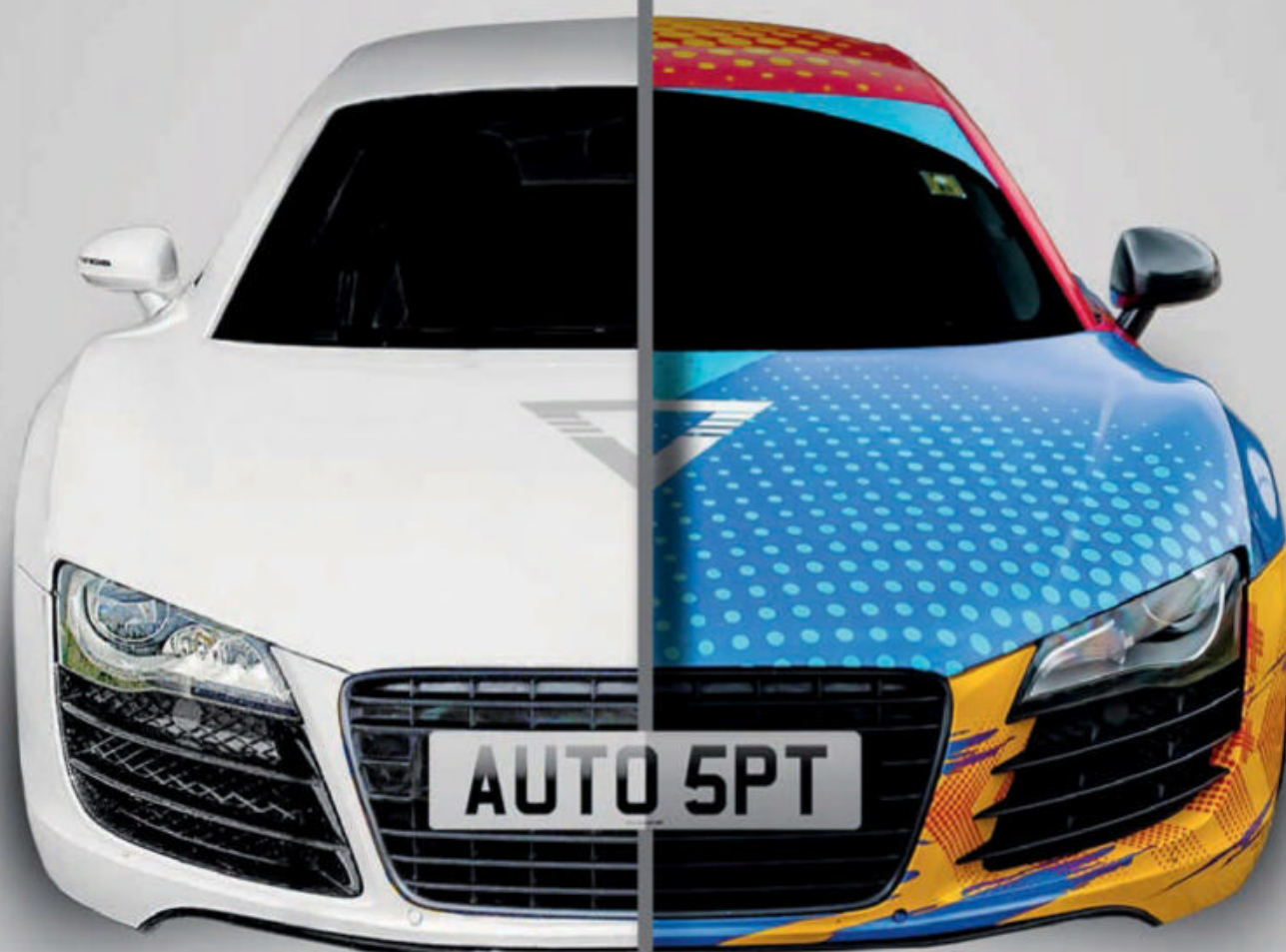
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## FAST PROJECTS



**GLENDAS' AUDI RS4**

STOP THE PRESS! The new wheels and tyres are on the RS4 and they look mighty fine, just like their owner.

START  NEVER FINISHED

MAIN MODS: MILLTEK EXHAUST • KW COILOVERS • KENWOOD HEADUNIT • ROTIFORMS • TOYOS





**SLIM JULES' SUZUKI ALTO**

No one has seen Jules since SEMA. We're not sure if he's back in Blighty or still playing Blackjack at the Excalibur?

START  NEVER FINISHED

8.MAIN MODS: BC COILOVERS • NANKANG AR-1 TYRES • ROTA RB ALLOYS • TYRE STICKERS • CUSTOM FRONT ARCHES





**MIDGE'S DAIHATSU SIRION**

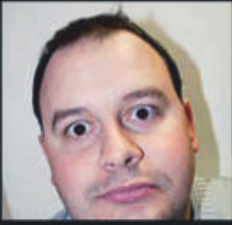
No one has seen Midge since SEMA. We're not sure if he's back in Blighty or eating doughnut burgers in the Sugar Factory.

START  NEVER FINISHED

MAIN MODS: BC COILOVERS • NANKANG AR-1 TYRES • ROLL CAGE • POLYCARBONATE WINDOWS • COBRA BUCKET SEAT




## MISSING IN ACTION





**SLIM JULES' BMW E91**

It's been another quiet month on the mods front because of SEMA. Modding will commence again soon (probably).

START  NEVER FINISHED

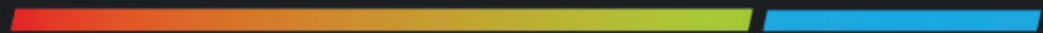
8.MAIN MODS: BC COILOVERS • B3SDM 0.04 WHEELS • HYDRO-DIPPED INTERIOR • TINTS • CARBON M SPORT WHEEL







**ZERO EV TESLA-POWERED R32 DRIFTER**

Has the EV Skyline finally run out of battery? Nope, we just really need to call Chris for an update.

START  NEVER FINISHED

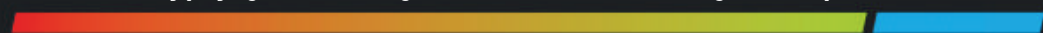
8.MAIN MODS: TESLA ELECTRIC MOTOR • BC COILOVERS • JAFFA CAKES • 19 INCH WHEELS • HEADUNIT







**MIDGE'S AUDI TT**

Midge has been so busy playing roulette in Vegas that rumours are circulating that he's pawned the TT. Nah, not really.

START  NEVER FINISHED


MAIN MODS: 21 INCH WHEELS • COBRA SEAT • AIR FRESHENERS • TONED WHEELS • ICE INSTALL






**MIDGE'S BEETLE 1.8T**

Midge has been so busy playing roulette in Vegas that rumours are circulating that he's pawned the Beetle. Nah, not really.

START  NEVER FINISHED

MAIN MODS: K&N INDUCTION KIT • COBRA RECLINERS • SMOOTHED FRONT BUMPER • AIR LIFT • RUSTY PAINT





## FAST PROJECTS



# GLENN'S AUDI RS4 AVANT

Rotiform OZR wheels + Toyo tyres = happy face



If you've been following my RS4 build, you'll know I've been trying to choose some wheels for what seems like an eternity; truth is there just hasn't been anything that's tickled my particulars. Then, bang out of nowhere along comes three wheels I love at once from Rotiform: the OZR, BUC-M and LAS-R. Probably the hottest trio since Charlie's Angels.

Anyway, after much deliberation, I decided on a set of 8.5x19-inch OZR in satin black. I love how they look tough and intricate, yet modern and classic all at once, a bit like myself (what have you been smoking? Jules). I love 'em! So, a big thanks to Parm and the boys at Car Audio Security for their awesome service and getting them sent out so quick. If you want Rotiforms and want them quick, they're the place to go!

It may have taken me a while to choose the rims, but choosing rubber was an easy

choice – I went for a trusty set of Toyo Proxes T1 Sport tyres in a 255/35. These were on my stock RS4 Le Mans wheels, and they were great in both the wet and the dry. They were delivered in no time, which left me with one little job: getting them fitted up. Now I don't know about you, but I hate getting tyres fitted to new wheels, as it just seems a lot of places don't take a lot of care of your wheels. So, when a friend of mine said: "there's only one man I'd trust with my new wheels and that's Ryan at Protyre Bristol" I knew exactly where to go, and I am glad I did as he looked after them as if they were his own. So, cheers fella!

Right, back to wheels. Fitment – I went for an ET25 with a 15mm spacer all round so they sit a bit wider and there's still some room to play around with. And I am stoked with the results; I think they look great. Anyway, that's enough of my jibber-jabba, I'll let the photos do the talking...





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|                                      |               |
|--------------------------------------|---------------|
| 8.5x19-inch ET35 Rotiform OZR .....  | <b>£1,149</b> |
| Toyo Proxes T1 Sport 255/35x19 ..... | <b>£478</b>   |
| Tyre fitting and balancing .....     | <b>£60</b>    |
| 15mm hubcentric spacers (x4) .....   | <b>£80</b>    |

Total: ..... **£1,767**

### CONTACTS

#### **Rotiform**

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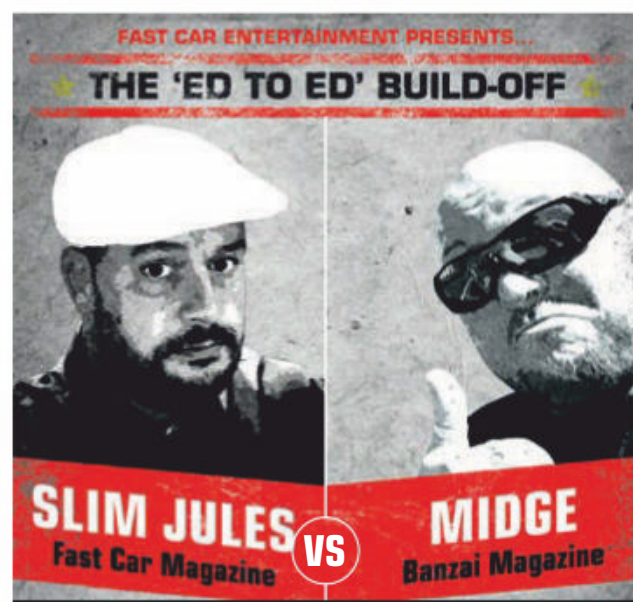
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## THE NEXT CHAPTER...

So as it stands, it's now all square. But don't worry, the boys have decided there can only be one winner, so a fifth winner-takes-all final challenge has been devised (see below). The loser will face a fitting forfeit, so there's still all to play for. Check in next month for the final saga.

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# JULES' SUZUKI ALTO & MIDGE'S DAIHATSU SIRION

Okay, so the finale hasn't yet taken place yet but the date has been set...



**Have you read the SEMA report on page 25 and this month's Arse End?** Well, if so, you'll know that Jules and Midge have been out of the country and 'working' very hard at SEMA. This is great for them, as SEMA is based in Sin City, but it's not so great for the Ed to Ed build-off because nothing has really happened this month...

So, while the boys were sunning themselves, drinking beer, playing poker and eating doughnut burgers in Las Vegas, back here in Blighty we've come up with the plan for the final battle that

will decide the Ed to Ed champion. And the inspiration came from the boys when they posted a picture of themselves poolside in their Speedos, one thing came to mind and that was Sumo wrestling. What's this got to do with the final challenge? Well, a long time ago in Fast Car history, we did a feature called Car Sumo, which basically involved two cars going head-to-head in a Sumo-style battle. And we can't think of a more fitting or honourable way to end this year's Ed to Ed build-off, especially because of the Japanese link.



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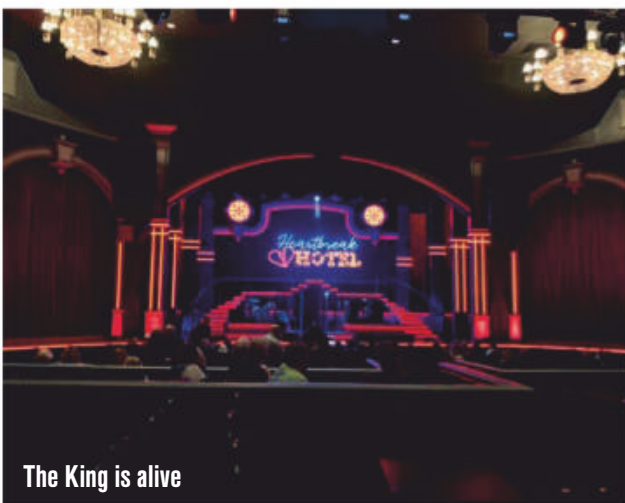
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Viva Las Vegas



The boys like burgers more than work



The King is alive



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[WWW.FASTCAR.CO.UK/TAG/ED-TO-ED/](http://WWW.FASTCAR.CO.UK/TAG/ED-TO-ED/)

Luckily you won't have to witness Slim Jules or Midge wearing man-sized nappies but you will have to see an Alto and Sirion get smashed up in the name of supremacy. The battle will have happened by the time you've read these words, so keep your eyes peeled on the YouTube link for the final few videos!

And what will come of the loser? Well, they'll be doing an Oriental-inspired forfeit that involves such culinary delights as Natto, which is basically fermented soybeans that have a very pungent smell. We don't envy them that.





# POLE STAR

From rotting in central Europe to grabbing stares in Edinburgh, this crisp, retro-look Scirocco has come a long way. Literally.

Words **Emma Woodcock** Photography: **Original Persona**









### Sharp lines and simple shapes. Giorgetto Giugiaro

had thrown out the automotive design rulebook. Just years earlier, back in the 1960s, the Italian stylist had traced the suave Maserati Ghibli, voluptuous De Tomaso Mangusta and pretty much every Alfa Romeo you might see at the Goodwood Revival but the new decade brought a dramatic change. Complex curves were out and hard, angular minimalism was in.

Giugiaro was nothing if not committed. Shape after shape shot from his Italdesign studio, the new direction transforming superminis, supercars and everything in between. Manufacturers clamoured to join the revolution, collaborating with the designer to create models which still wow enthusiasts today. Whether it's the wedge-styling machismo of the DeLorean and Lotus Esprit or the sparse simplicity of the original Fiat Panda, the look is an iconic reminder of an optimistic decade.

Keen to leave behind its dowdy, aircooled image, Volkswagen embraced the revolution even more enthusiastically than its competitors. A new family car arrived first – the 1973 Passat – and used its full width grille, trapezoidal glasshouse and thick, 45 degree rear pillars to shake the saloon car establishment. Back at Wolfsburg headquarters, work was already underway on the upcoming Mk1 Golf – the great-granddaddy of a hatchback legacy which continues to this day – but VW had another ace to play first.

### BARGAIN HUNT

Designed around the Golf but launched a full six months earlier, the Scirocco applies the same Giugiaro virtues to a small coupé package. It's ten centimetres longer, eight centimetres lower and a touch wider, sharing barely a blink of its metalwork with the hatchback, plus it benefits from four headlights and a stubby, upturned Kamm tail. Forget the Capri: this is the machine a forward-thinking seventies car fan really



promised themselves.

Rafal Bakowski has cultivated the Scirocco dream for years. A committed fan of the Volkswagen-Audi group, he's owned a bundle of Mk1 Golfs – a widebodied Audi A8 with custom wheels and a 1988 Caddy with a wood-stacked interior and the front clip from a US-market VW Jetta. Right now, the Bakowski household also boasts a purple Mk5 Golf GTI on Bentley rims and a clean, mildly modded example of the supercharged Corrado G60 coupé. Cool cars, all of them, but not one of these machines is a Scirocco. That had to change.

"When I was younger, I always wanted to have an early Scirocco," he remembers, "but they're super rare in the UK and there are just 15 currently on the road. That's part of why I chose it. I've been a modifier for around 20 years now and I always have something different." In 2015, the hunt began and – well aware of the model's rarity on this sceptre'd isle – Rafal scoured his native Poland for the right car.

The search soon paid off with a running, driving 1976 machine. But don't go thinking that this was a well-maintained classic car. Close inspection revealed that the yellow paint was worn and roughly applied, while rust had eaten away sections of the floorpan. An even bigger transgression sat under the bonnet: the original 1.6 litre inline-four was long gone, replaced by 1781cc EA827 from a Mk2 Golf GTI.

None of this concerned Rafal. "I just ripped everything out," he shrugs, "and the floor only needed a little welding." With the metalwork complete, the focus switched to priming and painting the body. The citric shade was banished and Storm Grey applied in its place. A warm, strong middle grey that first appeared on the Mk3 Golf GTI and can still be specified on modern Volkswagens. It gives the Scirocco a mature swagger that brings its style into the 21st century. "It's the exact colour I wanted," says Rafal, "so it was a really quick decision!"

Exterior alterations don't stop there. Eager to add some extra continental cred, Rafal also sourced a set of yellow Scirocco headlights from the French eBay. It took years to track them down. The citrine shade was standard in the French market between the mid-1930s and early 1990s, plus it helps the Volkswagen's stubby indicators really pop. A front indicator delete ensures that showgoers aren't looking anywhere else.

And then you spot the wheels. A riot of golf





“The citric shade was banished and Storm Grey applied in its place”



Storm Grey paint looks stunning on the old school 'Rocco

lattice-work with curling, double cloverleaf central cutouts and a wide polished rim, they're like nothing you ever see on a road car. There's a good reason for that: these fourteen-inchers started life on the track. "These are BBS Rennsport racing wheels," Rafal explains, "and they're magnesium, not aluminium alloy, so they're super light. They're also super rare – they're often thrown away has-beens after they've been used on racing cars – and that's why I bought them." Restored by Scottish wheel sensation Mike 'The Polisher' Robertson and mounted on a stretched set of 165/55 Nankangs, the eight-inch wide wheels evoke images of fire-spitting DTM racers and gravel-spewing rally stars.

## THE LOW LIFE

The wheels are framed by shallow arches that drop over the sidewall, thanks to a full air ride conversion by airRIDE-system.pl, who combined Reubens airbags with adjustable MTS Technik hardware. Control comes from boot-mounted canisters, a pair of VIAIR compressors and a remote control. A recent replacement for a set of

Magnesium BBS Rennsport racing wheels





## WILD CARD



➔ static coilovers, Rafal couldn't be much happier with the new air system. "It goes super low," he grins, "it'll sit on the wheels and, ultimately, the Scirocco is only stopped when the engine catches on the ground."

Other mechanical changes are a little harder to spot. An exacting eye might catch the up-and-out sweep of the exhaust pipe from Supersport: a two-inch, straight through system which Rafal bought from Germany, but there's nothing else to see outside. Pop the bonnet and you'd be forgiven for thinking that the driveline has been left alone – but you'd also be wrong. Rafal has removed the 1.8 litre Mk2 Golf engine and fitted the 1588cc, 109bhp inline-four from a Mk1 Golf GTI. Though it wasn't fitted to this example from the new, the engine was made available in the Scirocco GLi from 1977 onwards.

Nobody is missing the upgraded interior. Where once stood sober cloth, now the dashboard, seats, centre console and door cards all sear with bright red Italian leather. "It's all super smooth and you get that new leather, new car smell every time you get inside," says Rafal, "I chose the colour because it's a shade you just don't see in other cars." The seats have also been swapped for newer items but the Scirocco keeps it in the Volkswagen family – they're retrimmed Recaros from a Mk3 Golf GTI. A three-spoke MOMO steering wheel with a Porsche centre cap finishes the transformation.

"The Scirocco will likely stay with me forever," Rafal continues, "a lot of people like it, a lot of people ask about it and it really wasn't easy to find!" That doesn't mean the story has to go stagnant, mind. Having strutted its stuff at 2019 CleanFest in Edinburgh, the Scirocco is sliding into 2020 with the promise of even more alterations. The BBS wheels will be swapped for similar but one inch larger E50 magnesium rims, a fresh respray – still in Storm Grey – will keep the body gleaming and the engine may be replaced with a 1.8 litre unit. One thing that won't change is how the Scirocco style makes Rafal feel. "It makes me smile every time. When I see it, I always have a good day!" ■

## TECH SPEC: 1976 VW SCIROCCO

### STYLING

1976 VW Scirocco painted in Volkswagen Storm Grey, Volkswagen Scirocco 'Selective Yellow' French-market headlights, front number plate delete.

### TUNING

Volkswagen Golf GTI 1.6-litre inline four with a 2-inch straight-through exhaust from Supersport Exhausts.

### CHASSIS

BBS Rennsport E30 split rim cast alloys, 14x8 inch front and rear, restored by Mike 'The Polisher' Robertson with polished outer rim, Mapet-Tuning Group air suspension (airRIDE-system.pl) conversion with Reubens airbags and MTS Technik adjustable hardware front and rear, boot-mounted air canisters, twin VIAIR compressors, remote control.

### INTERIOR

Full retrim in Italian red leather, Volkswagen Mk3 Golf GTI front Recaro bucket seats, MOMO three-spoke steering wheel, wheel centre with Porsche crest.



The Italian red leather really pops



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# Edition 38

The forum may be gone but the show lives on...

**Edition 38 is pretty much an institution,** founded in 2001 it went from humble beginnings to the go-to forum and show for all things VAG. A lot has changed over the last two decades, hell, even the once almighty Edition 38 forum has recently closed its doors. It's hard to believe it's actually gone, but unfortunately social media kills off even the biggest of forums nowadays. As a former Mk1 Golf owner I'd spend many evenings on there looking for advice, tracking down feature cars for Fast Car, reading build threads and often having silly arguments about wheels, engine swaps and other car related stuff. However, the show is still going strong, a real testament to the E38 crew and this year saw the 19th edition of Edition.

We hit the Overstone Park grounds in Northampton early on Sunday morning, so we

missed the Saturday night shenanigans. And, going by the walking dead like show-goers we saw mumbling and stumbling out of the campsite, that was probably a good thing. As if there's one thing you can be assured of at E38, it's that you will have a stinking bad hangover on the Sunday and little recollection of the night before, with the only evidence of what happened somewhere on your smartphone, if you didn't lose it that is.

The great thing about Edition, aside from the nightlife, is that it doesn't just attract UK cars, but plenty from across the continent with attendees from as far as Holland, Belgian, Germany and even Spain. This is always a good thing, as for a show that's later in the calendar it means you get plenty of fresh metal to look at. And, with literally hundreds of cars entering the prestigious two-day

Show and Shine, there's always plenty of top VAG builds to inspect. The two day show also ensures there's a more laidback vibe, so there's plenty of time to sit back, relax and catch up with friends old and new. It also means there's plenty of opportunity to really look at some of the builds in-depth and chat to fellow car enthusiasts. Luckily for us there was a lot to get excited about, as you'll see over the following pages.

It was a cracking event, so if you missed it you missed out. So, make sure you hit next year's 20th anniversary show and if you can't wait until next September, there's always Early Edition in late May 2020. ■

Words & Photography **Glenn Rowswell**





## OUT THERE



### Nicholas' 100 5S Type 43

When it came to retro Audis, the one car that really grabbed us was Nicholas' Audi 100 5S that made the trip to Northampton from Belgium. If ever there was proof of the effectiveness of a more is less approach, this is it. The well-chosen mods on this '80s motor include air suspension, a Foha rear lip spoiler and rare 7x16-inch Ative Schlüsselloch (German for keyhole) wheels. So cool!



Fifteen52 Tarmac R43s  
look super-tough on this TT



It might be  
small but this  
Polo packs a punch







### Royal Waithe's Mk3 TT

Audis, especially TTs always look great in white. But add to that Air Lift Performance 3P suspension and some Rotiforms and you're onto a winner. Royal told us he has some big plans for next year with his TT, including a Revo stage 2, catback valved exhaust system, a TTRS front bumper conversion, a big brake setup, Reiger splitter, side skirts and rear diffuser. We can't wait to see it!



### Tom Raybone's RS3

Think having kids means you need to have a boring car? Wrong! Just look at Tom's bagged Nardo grey RS3 on mbDESIGN LV2 wheels. It even has matching Recaro Monza Nova seats with built in speakers for the little ones. That people, is what we call top parenting.





OUT THERE



**Max's Mk3.5 Golf Cab**  
Who remembers this little stunner from the cover of our September issue? Thought so! It's not exactly easy to forget, especially as Max shows it off at every possible opportunity. This was one of its last appearances on the Porsche cookie cutter rims, too.



**Wheels**  
One thing you can be sure to see at most VAG-orientated shows is a selection of stunning hoops, and Edition 38 always produces some of the best. Here are just a few of our faves...



**Go next year:**  
The 20th Edition 38 will be held on the 28th of August 2020, while Early Edition will be at Sywell Aerodrome in Northamptonshire on the 31st May. For more information see [www.edition38.com](http://www.edition38.com)



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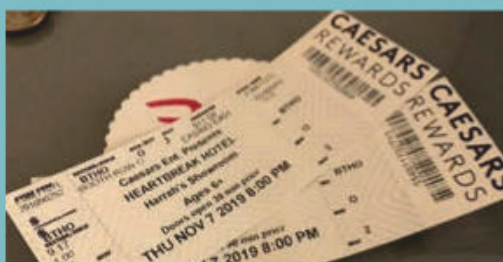


## ARSE END SEMA SPECIAL

### Quotes of the Month:



Midge: "What's that? The world's smallest beer? No wonder you get three for twenty dollars."



Jules: "You're gonna love me."

Midge: "I doubt it."

Jules: "I've bought you Elvis tickets."

Midge: "OK, I love you... gimme a kiss you bastard."

Jules: "Bad shit was it?"

Midge: "Judging by the teeth marks in the sink, I'd say so."

Jules: "What are you listening to?"

Midge: "Nothing!"

Jules: "That's the Spice Girls isn't it?"

Midge: "No."



Cab Driver: "You like the Tesla?"

Midge: "Yeah it's wicked. I love the gull-wing doors"

Cab Driver: "It's fast too, I just smoked a joint and it feels pretty crazy."

Midge: "Er, pardon?"

Jules: "I was winning until you cashed out."

Midge: "That's because you're now getting all my shitty cards."

Midge: "Hang on, no one's asked me to go to a strip club for 32-seconds, it must be a slow night."



### Uptown Girls Downtown Boys

Weirdly, the Vegas Strip isn't in Las Vegas, it actually runs to the south of the city, through the counties of Winchester and Paradise. So, to get the full experience this year, the guys thought they'd take the trip 'downtown' to the famous Fremont Street, site of the famous historic casinos like El Cortez, The Golden Gate, Binion's and the Golden Nugget. What they didn't realise is that everyone there is certifiably mental, and this place makes the Strip look positively sedate. Midge, our self-confessed Vegas history buff, was looking forward to learning about the historic side of the city and had a few key observations; "fuck that, I ain't going there again!" Was probably the most impressive.



### Getting High

According to the boys, everyone is absolutely obsessed with getting high in Vegas, and it's not just because the whole place - perfectly legally - stinks to high heaven of 'fruity' tobacco.

One of their favourite escapes for 2019 was to have a crack at the all-you-can-drink bar on the 550-ft tall High Roller Wheel, a landmark which every American within a 200-mile radius will insist on telling you is bigger than the London Eye. (Really? We didn't know that - Jules).

They also, for the first time ever, tried out the massive roller coaster on the top of the New York New York Hotel... although we haven't got a picture of that, not one where the boys aren't crying anyway.



### Best Drink In Vegas

Our boys enjoy a beer or six after a hard day's walk, that's a given. But what's their favourite tippie? Well, this year they finally found their unicorn, and what they reckon is the best 'little' drinkie in the whole of Vegas.

These fruity signature cocktails are from the Sugar Factory, they come in all sorts of flavours (including seriously weird stuff like White Gummi Bear, Mai Tai and Sunshine Tea) and, perhaps best of all, they're only 40-dollars a pop. Manly stuff, eh? Although, they couldn't manage more than five in one go.



### The same, but not the same

They may speak the same lingo in the US of A (arguably), but there are a few real-world differences you'll immediately notice. First up, the toilets, which are full to the brim with water and tend to have cubicle doors the size of postage stamps. Perfection... if indeed you like to see and be seen while taking a shit. But that's not the most disgusting cultural habit across the pond; that particular distinction falls to their instance on talking in lifts. What's that all about? Revolting!

Oh, and they're not very good at spelling stuff either... all proof that our Midge is probably an American.

## THE FC PHONE GALLERY

### SEMA IN RANDOM PICTURES





# THE BIG VEGAS 5

Essentially, there's only 5-things you absolutely have to do in Las Vegas, and here's our top tips on how to make the best of 'em...

## EAT

There's over 2000 places to eat in Vegas, and that's just on the strip. So, unless you happen to be a vegan, or some other sort of lettuce-botherer, you won't starve.

The biggest mistake though, is to go thinking it's America so it'll all be steaks and burgers. While you will find some of the world's best patties stuffed in buns (or between two doughnut – Jules) along with some of the juiciest cuts of cow known to man, it's actually a foodie Mecca, offering everything from fashionable street food to seven-star dining. They all have one thing in common though, and it's that a meal is never cheap in Vegas. After a week you'll even start thinking that 20-quid is actually pretty reasonable for a sandwich, it's not.

## DRINK

Beer is a serious affair in the States - beer with dinner, beer with lunch and, obviously, beer with breakfast. Has your team just scored a touchdown thingy? Had a particularly epic Snickers? Just enjoyed a visit to the little boy's room? Well, you'll be needing a beer to celebrate then. And luckily you won't have trouble finding a few cold ones here in the middle of the Mohave Desert.

That said, it's not just about the beer, or the odd Jack 'n' Coke. Vegas is the land of cheeky cocktails, and one of the very few places where you can walk down the street enjoying a foot-long margarita. In other words, prepare to give your liver a thorough workout. . . oh, and look out for the numerous happy hours around town (including the 50c beers in the Flamingo Bird Bar - Jules).

## GAMBLE

No, you're not gonna win big, well it's not likely anyway. But, think about it like this, Vegas is built on looking after the gambler, and it's the only night out you'll ever have where you stand any chance of getting your money back. If you're a drinker, gambling can pay off well, chiefly because alcoholic drinks are usually free while you're playing on the tables, slots or video poker. . . they're a fair few quid when you're not.

Remember what the experts say when it comes to gambling though - when the fun stops. . . bang another score on black (joke). It's only another 17-quid, right?

## SHOP

Like your designer garb? Well you'll love the strip then, there's literally hundreds of big name shops all designed (and staffed with hotties) to make you think nothing at paying through the nose. Over the years, and after dropping way too many Franklins, we've discovered that there's a far better way to grab a bargain. Head to the North (or South) Las Vegas Outlets, and you'll find just about everything you could ever desire, all at a significant discount. Just watch those excess luggage charges on the way home, it's easy to go nuts!

## SEE A SHOW

Yes, you may be here to see a big show, namely SEMA, but there's plenty of other shows going on. Being the entertainment capital of the world, it's not unusual to see stars like Brittany Spears, Lady Gaga and Rod Stewart being the resident act at some of the big resort hotels, all getting paid upwards of half a million quid a night to have a warble. At the other end of the scale, there are hundreds of other shows, with tickets ranging from around 30-bucks, and put simply, they're all pretty good, they just wouldn't be in Vegas otherwise. These include comedy and music shows, along with those that are a bit more 'adult orientated' . . . if you catch our drift.



## Fat!

What with Jules already 11-stone down on his magical diet, Midge, rather kindly, decided that this was the time to alleviate the hunger by taking the big man for a light bite at the world-famous Heart Attack Grill. Did he dare order the biggest burger in the house though? Nope, not even close. Unbelievably, this 2-pound hunk of meat (with 20-slices of bacon) is the half-way option on the menu. No wonder you have to pay in cash and wear a hospital gown!

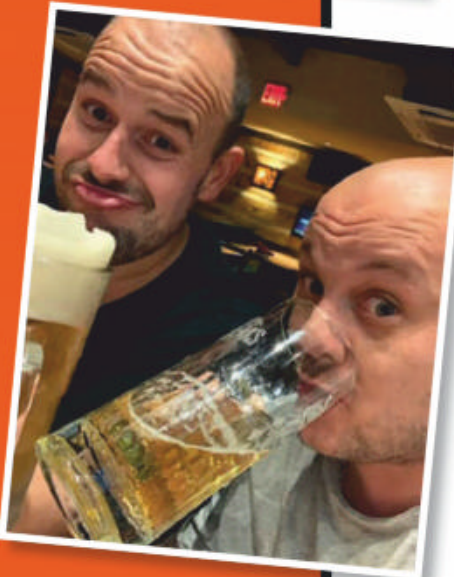
## Top Souvenirs

Hats, T-shirts, keyrings leather jackets - the SEMA organisers will flog you absolutely anything with their logo on it, so much so that our guys see it as a badge of honour to seek out the worst. So, without further ado, the winner of the 'Shittiest Souvenir Competition 2019', goes to Jules' 20-dollar socks! Nope, we have no idea what he was thinking either.



## Getting About

Okay, here is, finally something from the lads that's actually useful. One of the things they're always asked is; what's the best way of getting around Las Vegas? Well, believe us when we say they've tried it all over the years - taxi, hire car, helicopter, the bloody lot. The answer it seems is two-fold; to get to the actual SEMA Show the Las Vegas Monorail is always the best, just as long as you avoid the peak times. And Uber will be your best friend at any other time, coming in at around a third of the price of a cab. So, there you go, now you know. A rare educational titbit.





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